

REPORTS - MONTHLY

STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

JUNE 14, 1960



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COPY 2

NEW HIGHWAY MAP

The Department expects to start free distribution of its official 1960 map and guide on Monday, June 20. It is the first to be issued since 1955.

As the result of advance publicity we have been deluged with requests for copies of the map. To handle this initial surge we have contracted with a commercial mailing service which will forward individual copies directly and requests for multiple copies after approval here in the Department.

The Department again employed the booklet design in its publication rather than a single sheet. This because of the convenience to the motor-ing public and the fact that such a design permits use of a larger scale.

The map is divided into five sections. With each of the five map sections there is a list of important recreation facilities and historic sites found in that section. Color photos of many of these vacation retreats are scattered throughout the booklet.

Of special interest to motorists are a number of photographs showing the Highway Department's new safety construction features. These include: creeper lanes, center barriers, jughandles, overpasses, and outside white lines. Text explaining the purpose and results of these safety items accompany each photo.

NEW HIGHWAY MAP, contd.

Highways and streets in the State's two principal metropolitan areas, Camden and North Jersey, are so numerous and close together that the Department has included large scale maps for easy reading. These large scale metropolitan maps are especially valuable for their complete picture of the approaches to the Hudson and Delaware River crossings.

The last page of the booklet is a special fold-out with a complete index to cities and towns on one side and economic and marketing advantages of the State on the other. This survey outlines New Jersey's potential and existing status in industry, commerce, and transportation.

SOILS EXPLORATION DEVICE

The Soils Bureau is now engaged in evaluating a portable seismic device for determining the location of underground rock strata within construction limits. The evaluation will be carried out over a six-week period at no cost to the State.

The apparatus operates by measuring the velocity of shock waves. Since different types of materials transmit shocks at different velocities, it is possible to calculate the thickness of layers for the same velocities.

The machine is essentially an electronic stop-watch measuring the time interval between the initial impact (small sledge hammer striking a metal plate) and reception of the impact at a detector placed at a known distance from the impact source.

SOILS EXPLORATION DEVICE, contd.

It is our hope that use can be made of this equipment for rapid determination of rock quantities in shallow cuts and trenches. Seismic exploration in the past with conventional equipment has been found to be a rather costly process.

NEWARK AREA TRANSPORTATION STUDY

A month long series of on-the-spot interviews with drivers of vehicles entering and leaving Newark was begun early this month as part of the overall transportation study of Newark now underway by the Department.

The first interviews were conducted on June 6 with teams operating between 3 p.m. and 6 p.m. at several locations. Approximately forty key locations that form a cordon around the city will be utilized over the study period.

The interviews are about one minute long and are aimed at determining the origin, destination and nature of the trip. About thirty employees are assigned to this work. They are split into several survey teams with a number assigned to each survey station varying in accordance with anticipated traffic volumes to be incurred.

We will keep interference to traffic movement at a minimum by "waving through" incoming cars if delays of any consequence appear imminent.

BERGEN-PASSAIC EXPRESSWAY

The "big push" to build the easterly end of the Bergen-Passaic Expressway before double-decking of the George Washington Bridge is completed in 1962 got underway June 9 when the Department received bids on the first of about 20 coordinated contracts that will be required to accomplish this end.

The initial contract, bid in at slightly more than \$1.5 million, was for construction of two overpass bridges and a stream relocation flume on the Interstate Route 95 section of the Freeway through Englewood and Leonia.

We are moving ahead with two other contracts (for readying the Overpeck Creek meadow areas) and will receive bids on July 7.

Our schedule for all of the related contracts that will be necessary to carry construction westerly to the Garden State Parkway and southerly to Route 46 near the Turnpike originally called for letting the first contract at least one month ago.

Now that agreement has been reached with the Bergen County Park Commission and Board of Freeholders concerning our entry on the undeveloped meadow areas we will be able to revise the construction schedule with some certainty.

In any event we are most optimistic that the deadline for completion of this vital overall project, which totals over \$55 million, will be met by getting all possible phases of the work underway in full force at the earliest feasible moment.

ROUTE 35 SHARK RIVER BRIDGE

Closed for extensive repairs since last February our Route 35 bridge over Shark River was reopened in time to handle traffic over the Memorial Day weekend as scheduled.

The local detour that was in effect during the period that repairs were being made was immediately discontinued.

We are expecting momentarily to receive final approval of our plans for restricting openings of this bridge and the adjacent Route 71 drawspan from the Army Corps of Engineers.

Under the schedule we proposed last December that the bridges would be opened upon request only on the half hour during holidays and weekends in the summer season when boat and traffic peaks coincide.

LITTER BARRELS

In order to reduce our highway litter problem as much as possible our Maintenance Division has placed over 400 litter barrels at strategic locations along the 1850 mile State Highway System.

Although some of these receptacles are certain to become a convenient place for deposit of household rubbish, we believe they will be quite effective in reducing the littering of areas where motorists appear to regularly stop for a roadside picnic.

LITTER BARRELS, contd.

The barrels themselves are painted green with a diagonal white strip in which the words "Highway Litter" are lettered in green. The whole litter barrel program is being carried out at a minimum of cost. The barrels themselves are steel 55 gallon drums that formerly contained material used by our maintenance forces in their work and the painting was done during the winter months when some of the field forces were not pressed by their other duties.

PUBLIC HEARINGS FOLDER

This week our Bureau of Public Information made initial distribution of its latest informational folder. This particular folder deals with the subject of the Department's public hearings.

The same format that is used in presenting similar information on New Jersey Highway Needs, Traffic Signals, Right of Way Acquisition, Highway Speed Zoning, Highway Signing and the various components of our safety program is employed in this latest folder.

In the folder we have attempted to explain as simply as possible the essential and basic "whys and wherefores" concerned with Department held public hearings.

From time to time there seems to pop-up some very startling misconceptions concerning these hearings. We sincerely hope that the initial 3,000 distribution, and later distribution through every possible source, will help to allay these misconceptions. A copy of the folder is included in this report.

CONSTRUCTION ACTIVITIES

In addition to the Bergen-Passaic Expressway activity outlined earlier in this report there was a miscellany of other contracts bid on and advertised during the month, ranging from intersection improvements to miles of dualization. Nearly all, however, were aimed at increasing the safety factor for motorists using the State Highway system.

A complete listing of these projects is included elsewhere in this report, as are news releases outlining the work of each. As of the first of this month the Department has 54 projects underway, representing 112 project miles of work at a cost of more than \$78 million.

PUBLIC HEARINGS

Interstate 287

During the past month we firmed up our planning for Interstate Route 287 through the highly controversial Morris County area including Morristown and scheduled a public hearing on our proposal for June 28.

Details on the preferred alignment and a map of the area are included elsewhere in this report. Basically, however, the alignment we propose will fill a 9-mile blank in an otherwise continuous 55.5 miles of approved alignment for the 64-mile \$156 million peripheral artery that starts in the vicinity of Metuchen and leaves the state at Suffern.

The hearing will be in the Fairleigh-Dickinson University auditorium, Madison, starting at 10:30 a.m. on the 28th.

PUBLIC HEARINGS, contd.U.S. 202

The public will be briefed June 30 on our plans for increasing the safety and capacity of another 6.6 miles of 2-lane Route U. S. 202 in Hunterdon County by a combination of dualization of the existing highway and relocation of portions of the stretch.

This hearing will be held at the Hunterdon Central High School in Flemington. The improvement to be outlined will extend from one mile south of Ringoes northerly to the Routes 202-69 traffic circle at Flemington. A major portion of this section serves as both 202 and 69.

The 6.6 mile sectional improvement will be achieved by dualization of 4.3 miles and complete relocation of 2.3 miles. The new center island will be closed except at controlled locations where jughandles and left turn slots will be installed for safety's sake. One overpass is proposed where the relocation would cross existing Route 69 at Ringoes.

Additional details, and a map showing the area, is included elsewhere in this report. In the overall plan the full 23 miles of Route 202 between its entry into New Jersey at Lambertville and its connection with Interstate Route 287 north of Somerville will be improved.

Already 7.3 miles of the route between Flemington Circle and Somerville have been dualized and award of a contract for dualizing the remaining 5.7 miles between these two points is pending.

PUBLIC HEARINGS, contd.Route 24 Freeway

The second of two hearings aimed at clearing the way for future construction of a new Route 24 between Springfield and the Morristown area is scheduled for today (June 14). This hearing covers the most easterly 3.4 miles of the new facility between the Passaic River (the Morris-Union County line) and Springfield.

A hearing on May 5 covered the 12.8 section of the route between the Passaic River and Route 24 west of Morristown.

No serious disagreement with our alignment proposal is expected, but the connection of the Route 42 Freeway with Interstate Route 78 in Springfield is expected to draw some opposition from that municipality.

The hearing is set for 10:30 a.m. at the Millburn Junior High School in Millburn.

Route U.S. 1 - Woodbridge Avenue

In order to permit further study of the alternate that was presented locally as a substitute for our proposition to overpass Route U.S. 1 with Woodbridge Avenue in Edison Township (presented at a public hearing May 23) the Department this month indefinitely postponed a second hearing that had been scheduled for June 23.

PUBLIC HEARINGS, contd.Route U.S. 1 - Woodbridge Avenue, contd.

Although the new proposal had some merit in the eyes of those who would be directly affected by our original plan, it was found that right-of-way acquisition costs would be considerably higher and the traffic handling ability would be definitely second-best in comparison to the Department's proposal.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

May 10 - Visited by officials of the Lackawanna Railroad concerning transit matters.

May 11 - Made an on-the-site inspection and conferred with officials of certain industries in Bayonne re highway ingress and egress as related to their operations.

Met with Morristown officials concerning our plans for Interstate Route 287 in that area.

Attended annual State House correspondents dinner at Newark.

May 12 - Met with representatives of the Blue Star Memorial Council re sites on Route 22 in the Plainfield area that might be suitable for roadside rests.

Staff meeting of Transit Division.

May 13 - Visited Warren County for review of matters of interest to Mr. Thomas Swick, Mr. William Norton and Senator Dumont.

MEETINGS, contd.

May 17 - Cabinet meeting.

Met with representatives of highway contractors re terms and conditions of contracts.

May 18 - Accompanied by members of our engineering staff met with interested local officials in Atlantic City for a discussion of the proposed freeway between Philadelphia and Atlantic City.

May 19 - Met with New York Central Railroad officials re disposition of the West Shore Railroad.

May 20 - Met in Plainfield with officials of the Central Railroad of New Jersey and commuter group for the purpose of explaining our transit program and answering any questions.

May 23 - Met with Federal Bureau of Public Roads' officials in Washington concerning the highway program.

May 24 - Conferred with Senator Haines and other interested parties concerning highway access and cross-overs in Burlington County.

May 25 - Met with industrial and railroad officials for discussion of railroad properties and highway planning.

MEETINGS, contd.

- May 25 - Attended a transit meeting at Whitehouse with Senator Lance and Mr. Moore, President of the Central Railroad of New Jersey.
- May 26 - Met with Turnpike officials concerning points of entry to their facility.
- May 31 - Met with officials of the Erie Railroad for a review of certain applications for service changes.
- June 1 - Senator Stout met with us to review all our plans and Monmouth County requests concerning highway access and route alignments.
- June 3 - Met with Port of New York officials re our planning in the Newark area.
- Participated in meeting with Attorney General, Commissioner Lampi and representatives of the Department of Conservation and Economic Development re equalization of freight rates.
- June 6 - Met in the Governor's office with Assemblyman Musto and others concerning transit and other matters.
- June 7 - Conference with Port of New York Authority officials on matters concerning our State Transit program.

MEETINGS, contd.

June 8 - Staff meeting of our Transit Division.

Attended ceremonies re permanent display of Blue Star Memory Book in State House lobby.

Visited by Assemblyman Everett and a delegation of Roseland residents re Essex East-West Freeway planning.

Visited by Mesdames Stone and Cotton concerning restoration of the Sergeantsville covered bridge.

June 10 - Met with Judge Dawson and Mr. Herman Stitchmann in the Judge's chambers at New York concerning Hudson and Manhattan Railroad activities.

Met on the site with Senator Lance, Hunterdon County Freeholders and representatives of interested organizations re the Sergeantsville covered bridge disposition and future location.

June 13 - Accompanied by staff engineers met with Turnpike Authority members re matters concerned with exits 16 and 17.

Noon meeting at the Advertisers Club in New York with Mr. Hochstein, Editor of the Newark Star Ledger, and Col. Bingham, prominent transit expert, and staff members re transit problems in the metropolitan area.

MEETINGS, contd.

June 13 - Evening meeting in Bergen with Freeholders and County
Park officials to firm up negotiations for Overpeck
Creek area lands acquisition that would enable Interstate
Routes 80 and 95 construction to begin.

BIDS RECEIVED

June 1 - Routes U.S. 1, 9 and 93 Drainage Improvement Ridgefield, Bergen County. <u>SAPPAH CONSTRUCTION CO., Montvale</u>	\$ 71,987.50
June 1 - Route 35 - Victory Bridge Sayreville, Perth Amboy, Middlesex County <u>ALLEN N. SPOONER & SON, New York City</u>	8,534.00
June 1 - Redecking of 4 bridges Routes 36, 130, 49 and 47 <u>HUGHES STEEL ERECTION CO., Philadelphia</u>	169,025.00
June 1 - Route U. S. 202 Dualization Hunterdon and Somerset Counties <u>GLASGOW, Inc., Glenside, Penna.</u>	2,051,966.79
June 1 - Routes U. S. 9 - 27 Ramp Revision and Intersection Improvement S. Amboy, Sayreville and Metuchen Middlesex County. <u>MIDDLESEX CONCRETE PRODUCTS & EXCAVATING CO., Woodbridge.</u>	42,104.00
June 2 - Ridgedale Avenue Construction Florham Park and E. Hanover Township Morris County. <u>ROBERT BOSSERT & CO., Newark</u>	220,722.75
June 2 - Bridgeton-Port Norris Road Bridgeton-Millville Road Cumberland County. <u>A. H. LUPTON, JR., INC., Bridgeton</u>	111,986.70
June 8 - Phillipsburg-Belvidere Road White & Harmony Townships Warren County. <u>WARREN PAVING CO., Stewartsville</u>	216,597.98
June 9 - Interstate Route 95 - Flume & Two Bridges Englewood and Leonia, Bergen County. <u>MAL-BROS CONTRACTING CO., W. Caldwell</u>	1,575,979.08
June 14- Interstate Route 295 - Elecl. Installations Camden County. <u>GERALD ELECTRICAL CONSTN. CO., Woodbury Heights</u>	232,298.55
	\$ 4,701,202.35

CONTRACTS AWARDED

May 12	- Route U.S. 22 Phillipsburg & Lopatcong Township Warren County. <u>S. Fitzer Paving Co., Phillipsburg</u>	\$178,578.87
May 16	- Route 3 - Repairs of Roadway Expansion Joints North Bergen Township, Hudson County <u>Schiavone Construction Co., Secaucus</u>	28,225.00
May 25	- Route U.S. 30 - Admiral Wilson Boulevard Camden, Camden County. <u>Union Paving Co., Wynnewood, Penna.</u>	340,570.32
May 25	- Routes 20 and 4 Paving and Bridge Paterson, Passaic County <u>Public Contracting Corp., Blackwood</u>	211,598.67
June 8	- Route 35 - Victory Bridge Repairs to Fender Perth Amboy-Sayreville, Middlesex County. <u>Allen N. Spooner & Son, New York, N. Y.</u>	8,534.00
June 9	- Route U.S. 1 and 9 - Route 93 Drainage Improvement. Ridgefield, Bergen County. <u>Sappah Construction Co., Montvale</u>	71,987.50
June 12	- Redecking of 4 Bridges Routes 36, 130, 49 and 47 <u>Hughes Steel Erection Co., Philadelphia</u>	169,025.00
June 12	- Route U.S. 9 - Route 27 Ramp Revision and Intersection Improvement South Amboy, Sayreville and Metuchen Middlesex County. <u>Middlesex Concrete Products & Excavating Co., Woodbridge.</u>	42,104.00
June 14	- Ridgedale Avenue Florham Park and E. Hanover Township Morris County. <u>Robert Bossert & Co., Newark</u>	<u>220,722.75</u>
	<u>Total Contracts Awarded</u>	\$ 1,271,346.11

BIDS TO BE RECEIVED

- June 15 - Main Street Widening
Manville, Somerset County.
- June 15 - Route U.S. 1 and 9
Electrical Underground Structures
North Avenue to Elizabeth City Line
Elizabeth, Union County.
- June 22 - East Landis Avenue
Widening and Resurfacing
Vineland, Cumberland County.
- June 22 - Routes 1, 9 and 46
Resurfacing, removal of island curb and construction
of center barrier curb.
Ridgefield, Palisades Park and Fort Lee
- June 22 - Route 69 Resurfacing
Back Brook to Rocktown
East Amwell and West Amwell Townships
Hunterdon County.
- July 7 - Interstate Route 95
Sand Drains and Incidental work
Teaneck Creek to Northern Railroad
Teaneck, Englewood, Leonia
Bergen County
- July 7 - Interstate Route 95
Removal of unsuitable material
Teaneck Road to Teaneck Creek
Teaneck and Ridgefield Park
Bergen County.

public hearings

JERSEY
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PRECEDENCE

Following a complete description of the project's basic design features, augmented by the use of drawings and aerial photographs, the presiding officer calls upon all public officials for their expressions. Representatives of local organizations are then called upon to speak, followed by individual interested residents of the municipalities affected. Individuals are required to audibly identify themselves, and if representing an organization or group to so state when asking a question or addressing the hearing.

THE RECORD

All proceedings are tape recorded and typewritten transcriptions are furnished the Highway Department and the Federal Bureau of Public Roads. These records are also used in reviewing points brought forth at the hearing.

POST-HEARING

Following the public hearing State and Federal engineers and administrators relate to the project the effect of new information and practical suggestions advanced at the hearing. Frequently additional conferences between Department engineers and local officials are held and original planning reviewed to consider possible feasible changes in the local community interest before final plans are prepared and construction scheduled.

FORECASTS

Although the Department would much prefer to be able to announce at the public hearings when right-of-way purchase could begin and construction start and be completed, only in extremely rare instances can either of the three be forecast with any degree of certainty. Hearing reviews may require weeks or even months and progress in production of detailed drawings for the projects depends largely upon the engineering problems that arise. Right-of-way purchase and construction schedules hinge upon the availability of Federal and State funds and consideration of local and area needs to the extent compatible with engineering cost and all essential factors.

PARTICIPATION

We welcome attendance at our public hearings.

A sincere and reasonable objection, asking questions with an open mind, or simply putting oneself on record in favor of, or opposed to a proposal, will be a contribution towards making certain the project's final design will have had the benefit of analysis by the citizenry of the area.

And that, precisely, is the purpose of holding public hearings.

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public hearings

NEW JERSEY
STATE HIGHWAY
DEPARTMENT

bureau of
public information

POLICY

To insure that the public has adequate opportunity to acquire advance and first-hand knowledge of proposed highway alignments as well as major improvements to existing highways, the New Jersey State Highway Department has over a period of years held public hearings to review such projects prior to plans being put into final form. Such hearings also make available to the Department the interests and the point of view of the residents of affected areas.

FEDERAL ACT

As part of the Federal Highway Act of 1956, public hearings were made a requirement in most situations where Federal funds were involved and new right-of-way was to be acquired or where changes planned in existing highways might affect nearby property owners. It was required that the hearing be open to the public and held at a time and place convenient to the area to be served, (or certification be made to the Federal Bureau of Public Roads that the public was offered the opportunity to attend a hearing), and when held, transcripts to be furnished to the Bureau of Public Roads.

COMPLIANCE

The Department acts not only in complete conformance with the Federal requirements, but goes even further to insure that the intent of the law is met. Long before a public hearing is scheduled for a major improvement, conferences are held between local officials and Department engineers to obtain "on the spot" knowledge of local needs.

CONFERENCES

Upon formulation of tentative alignments or improvements involving major projects, the State Highway Commissioner and State Highway engineer hold further conferences with local officials. Only following such conferences and the consideration of pertinent suggestions in the planning is the project moved to the public hearing stage.

HEARING LIMITS

The geographical area to be covered by a public hearing is usually dependent upon the extent of the proposed project. A new interchange proposal would probably be of interest to the residents of only a single municipality. A major project, however, such as establishing alignment for a new Interstate route, would probably involve distances through several counties. In such a situation, it is necessary that the hearing limits include the longest portion of alignment possible, commensurate with the convenience of the public that might reasonably be expected to attend.

WHY

Engineering factors that dictate the most feasible alignment possibilities seldom coincide with or contain themselves within a municipal boundary. Hence, a proposal within one community almost always is directly related to factors occurring within neighboring communities. Conversely, a proposal to modify within one community is almost certain to require modifications in another, or even several others. Such hearings usually cover alignment through an entire county, or the points nearest county lines where inter-dependence in design factors is least.

PLACE

Once the scope of the hearing has been determined, a suitable and convenient place in which to hold it is selected. Principal factors in this determination are the number of persons expected to attend and geographical relationship of the site to the proposed project. In order to conform the meeting facilities to the need, meeting places have ranged from full sized theatres on a rental basis to gratis use of relatively small municipal council chambers. In each instance, however, the facility utilized was "tailored" to fit the occasion.

NOTICE

After the time and place of the hearing have been determined, all municipal, county and state officials of the affected area are notified by letter of the proposed hearing and advertisements announcing time, date and place inserted in newspapers of the county in which the hearing will be held. News releases describing the proposals and sketches of the project, suitable for reproduction, are sent to all newspapers of the area. This action takes place at least 15 days in advance of the scheduled hearings.

CONDUCT

The hearing is customarily presided over by the District Engineer of Survey and Plans, Bureau of Road Location and Design, who has supervised preparation of the project plans. In the case of extremely large projects the State Highway Engineer may preside at the hearing. The very purpose of the hearing requires it be held before all details of the final plans are developed.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 295
Overhead Lighting
Camden County.

Trenton, June 14 - The Gerald Electrical Construction Co., of Woodbury Heights, submitted the lowest of three bids received by the New Jersey State Highway Department for the installation of 150 overhead safety lighting units on a 3-mile section of Interstate Route 295 in Camden County.

The firm's bid was \$232,298.55. Other bidders were W.V. Pangborne & Co. , Philadelphia, \$247,415; and the Lightning Electric Service Co., Newark, \$259,872.30.

Principal locations of the incandescent lighting units are the interchange area of Interstate Routes 80S and 295 in Bellmawr and the Route 295 Freeway's interchanges at N.J. Route 148 (Black Horse Pike) in Mt. Ephraim and with N. J. 30 (White Horse Pike) in Barrington.

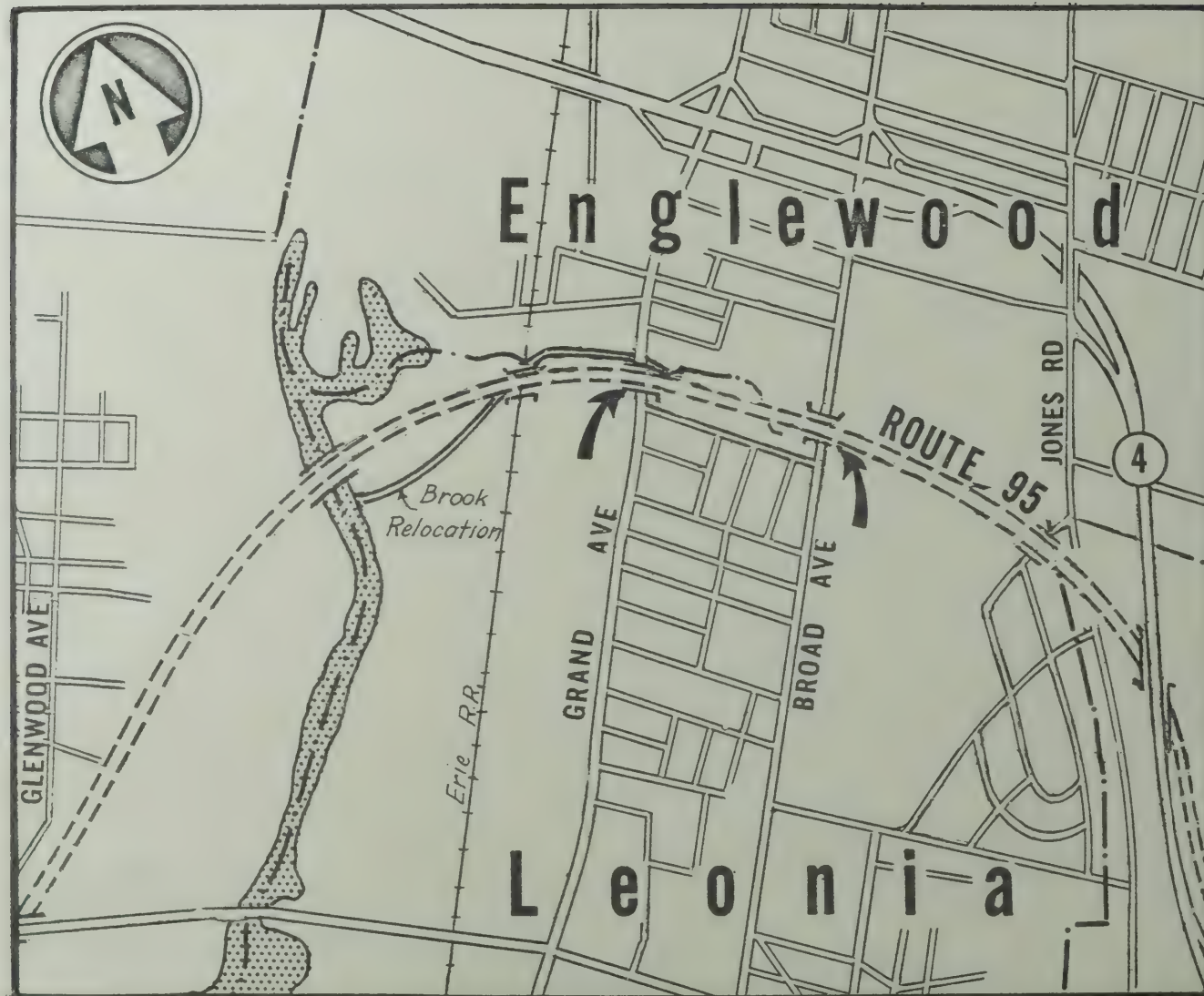
The Route 30 interchange lighting will also include ramps connecting with Clements Bridge Road and Copley Road. Other installation sites will be at the Ninth Avenue (Haddon Heights) and Kings Highway (Gloucester City) overpass bridges.

Paving of Route 295 from the Route 80S interchange to N.J. 30 (White Horse Pike) is now underway. Completion of the \$2 million paving project that will provide dual roadways separated by a 60 foot center island is expected this fall. It will provide easy access to and from the Walt Whitman Bridge and the White Horse Pike in the Lawnside-Barrington area and the Black Horse Pike in Bellmawr.

Under future construction plans Route 295 will head northerly after passing Tavistock and join Interstate Route 95 in the Trenton area. To the south it will traverse the lower Delaware Valley and cross the Delaware River at Deepwater. Total length of the route in New Jersey will be 64 miles.

All bids on the lighting contract will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before it is awarded. The contractor will be required to complete the installations within 100 working days after the contract is fully executed.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960Interstate Route 95 - BIDS
Flume and Two Bridges
Bergen County

Trenton, June 9 - The Mal-Bros Contracting Co., of Little Falls, submitted the lowest of 13 bids accepted by the New Jersey State Highway Department today for the first construction project on the Interstate Route 95 section of the Bergen-Passaic Expressway.

The firm's bid for building two Route 95 overpass bridges and relocation of Flat Rock Brook, in Englewood and Leonia, Bergen County, was \$1,575,979.08. The next lowest bid was made by the Cayuga Construction Corp., New York. It totaled \$1,576,388.61.

Other bidders were: Elmhurst Contracting Co., Corona, New York, \$1,590,898.35; Grow Construction Co., New York, New York, \$1,610,987.71; Poirier & McLane Corporation, New York, New York, \$1,631,637.29; Public Constructors, Inc., Blackwood, \$1,640,591.33; Brookfield Construction Co., New York, N. Y., \$1,655,805.66; Peter W. Kero, Inc., Carlstadt, \$1,660,509.62; Ell-Dorer Contracting Co., Irvington, \$1,710,548.78; Franklin Contracting Co., Little Falls, \$1,725,946.18; George M. Brewster & Son, Bogota, \$1,748,838.08; J. F. Chapman & Son, Hillside, \$1,932,082.55; Construction Service Co., Bound Brook, \$2,066,951.56.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

The Bergen-Passaic Expressway will connect the George Washington Bridge with primary highways in northeastern New Jersey. Between the bridge and Teaneck Road in Teaneck this multi-lane freeway will be part of Interstate Route 95. From there westerly to the Delaware Water Gap (and eventually San Francisco) it will be part of Interstate Route 80.

(more)

1960

Interstate Route 95 - BIDS
Flume and Two Bridges
Bergen County

The project bid on today will consist of preliminary construction making way for actual freeway construction to begin in the near future.

Flat Rock Brook will be relocated in a concrete flume from the Northern Railroad of New Jersey for 2400 feet easterly to Broad Avenue. Plans call for the freeway in this section to follow closely the present course of the brook. The flume will be partly open and party closed, carrying the brook's waters parallel with the projected freeway on the north side. At Broad Avenue the brook will resume its natural course.

One new bridge will carry the freeway over Broad Avenue. This structure will carry a roadway and sidewalk width of about 74 feet. Bridge length will be about 230 feet.

The other bridge will carry the freeway over Grand Avenue. It will be 68 feet wide and 210 feet long.

During the 235 working day period to be specified in the contract for completion of the project, the contractor will be required to maintain traffic through the work area at all times. During actual construction periods this traffic may be restricted to use of a 10-foot wide lane in each direction.

The contractor will be required to construct a temporary detour roadway to bypass a section of Grand Avenue where the culvert for relocation of Flat Rock Brook will be built. Upon completion of the new culvert and restoration of the permanent Grand Avenue pavement, the temporary bypass will be removed.

Special signs and safety devices are to be erected and maintained in and adjacent to all work areas for the protection of traffic moving through. Where traffic is diverted or equipment is working immediately adjacent to, or crossing, active traffic lanes, the contractor will station trained, uniformed traffic directors to expedite traffic flow and guard against accidents.

(more)

1960

Interstate Route 95 - BIDS
Flume and Two Bridges
Bergen County

Interstate Route 95 and Interstate Route 80 are both freeways coming under the 41,000 mile network of Interstate routes linking major metropolitan areas in contiguous United States. Ninety per cent of all costs will be paid by the Federal Government.

I-95 will begin in New Jersey at the George Washington Bridge and proceed westerly to Teaneck Road where it will swing south, leaving the State at Trenton. Nationally it will extend from Holton, Maine, to Miami.

The State Highway Department has allocated \$40 million of its 1959-60 fiscal year program for construction of the expressway between the George Washington Bridge approaches and Route 17 at Hackensack. In addition, \$16 million has been allocated for purchase of right of way within the same limits.

Currently a \$2.7 million bridge to carry the Expressway over the Passaic River between Paterson and East Paterson is under construction. The 731-foot long structure is scheduled for completion this December.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960
ROUTE U.S. 202 - 69.

Trenton, June 16 - The State Highway Department will hold a public hearing June 30 on its plans for increasing the safety and capacity of another 6.6 miles of 2-lane Route U.S. 202 in Hunterdon County by converting it into a dual highway with left-turn slots and jug handles at principal intersecting roads.

The hearing is scheduled for 10:30 a.m. at the Hunterdon Central High School auditorium on Route 69, Flemington. The improvement to be outlined by State Highway Department engineers would extend from one mile south of Ringoes northerly to the Routes 202-69 traffic circle at Flemington. A major part of this section serves as both U.S. 202 and N.J. 69.

Other recently completed Route U.S. 202 dualization projects covered 7.3 miles of the 13-mile stretch between the Flemington Circle and Somerville. Award of a contract for dualizing the remaining 5.7 miles is now pending.

Overall plans of the State Highway Department call for complete modernization of the route from where it enters New Jersey at Lambertville to its connection with proposed Interstate Route 267 north of Somerville, a total distance of about 23 miles. Through Route U.S. 202 traffic will use Route 267, upon its completion, to the New York state line near Suffern.

Department planning to be presented at the hearing calls for modernization of the 6.6 mile Ringoes to Flemington section by a combination of dualization that would utilize 4.3 miles of the present highway and construction of a completely relocated dual-highway section 2.3 miles long.

More than 11 jughandles and several left-turn slots would provide for left turns and U turns within the limits of the improvement. An overpass would carry the relocated highway over Route 69 at Ringoes.

(more)

1960
Route U.S. 202 - 69
Ringoos to Flemington
Public Hearing

The relocation is proposed from one mile south of Ringoes northerly to Larisons Corners. It would cross Route 69 about 1,800 feet east of the Routes 69-202 junction at Ringoes.

The relocation's twin 24-foot wide two-lane roadways would be separated by a 30-foot wide center island and a 12-foot wide hard-surfaced shoulder would border the outside edge of each roadway. As an extra safety precaution for drivers who might "wander", a 3-foot wide portion of the center island immediately adjacent to each roadway will be hard-surfaced. Total right of way width would be 125 feet.

An alternate shorter relocation study by the Department would leave Route U.S. 202 about 2,000 feet south of Ringoes, cross Route 69 about 1,200 feet east of the present 69-202 junction and rejoin existing Route 202 alignment at Larisons Corners. Design detail and right of way width would be identical to the principal relocation proposal.

Between Larisons Corners and the South Main Street-Route 202 intersection south of Flemington, a distance of about three miles, all but a 1,700 foot section at Copper Hill would utilize the existing 20-foot roadway for northbound traffic. This roadway, however, would be widened another four feet and have a 12-foot wide hard-surfaced shoulder added. Both the widening and new shoulder would adjoin the easterly edge of the present roadway and would be within the limits of existing right of way.

A completely new 24-foot roadway with 12-foot outer shoulder would be built southbound traffic. A 15-foot center island would separate the two roadways. A 3-foot wide portion of the center island immediately adjacent to each roadway would be hard surfaced. An additional 34-foot right of way width beyond the westerly edge of the Department's present 66-foot wide ownership would be required to accommodate the new roadway, shoulder and 6-foot berm.

(more)

1960
Route U.S. 202 -69
Ringoos to Flemington
Public Hearing

The relocation at Ccpper Hill is proposed to ease sharp curvature of the present highway.

In the 1,000 foot long stretch between South Main Street and the Flemington traffic circle the present highway will form part of the proposed 24-foot south-bound roadway. An 11-foot widening strip, 12-foot shoulder and 7-foot berm will be added within existing right of way along the present pavement's westerly edge. The easterly half of the present pavement will be removed to form half of the proposed 15 foot center island.

A completely new 24-foot roadway with 12-foot outer shoulder and 7-foot berm is planned for northbound traffic. It will be east of the present roadway and require purchase of an additional 20 feet of right of way beyond the easterly edge of the present department-owned 80-foot strip.

According to a Highway Department spokesman, the hearing will provide an opportunity for residents, local officials and other interested parties to receive first-hand explanations of Department proposals and to make constructive suggestions.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960

Phillipsburg-Belvidere Road BIDS
Federal Aid Secondary
Warren County

Trenton, June 8- The Warren Paving Company, Inc., of Stewartsville, was sole bidder today on a New Jersey State Highway Department contract for reconstructing 4.5 miles of Phillipsburg-Belvidere Road in White and Harmony Townships, Warren County.

The firm's bid was \$216,597.98 for widening the existing 20 foot pavement to 22 and 24 feet and adding hard-surfaced shoulders of 5-foot minimum width along the edges.

The project will extend from Bridgeville Road southerly to a point about half a mile north of Hutchinson Road and will complete modernization of this Warren County road. A contract for reconstruction of the 2.4 mile section extending from the southern end of today's project to the Harmony-Lopatcong Township line is now underway.

The existing reinforced concrete pavement will remain as a base while widened portions will be built on an eight inch gravel base course. The entire roadway will be surfaced with two and one half inches of bituminous concrete. The shoulders will consist of one and one half inches of bituminous concrete over a gravel base in some areas, and in others, bituminous surface treated material over a similar base.

The proposed project comes under the Federal Government's program for aid to secondary roads with Warren County and the Federal Bureau of Public Roads sharing costs on a 50-50 basis. The State Highway Department acts in an advisory capacity, reviewing plans and specifications, taking bids, awarding the contract, and inspecting the work in progress.

(more)

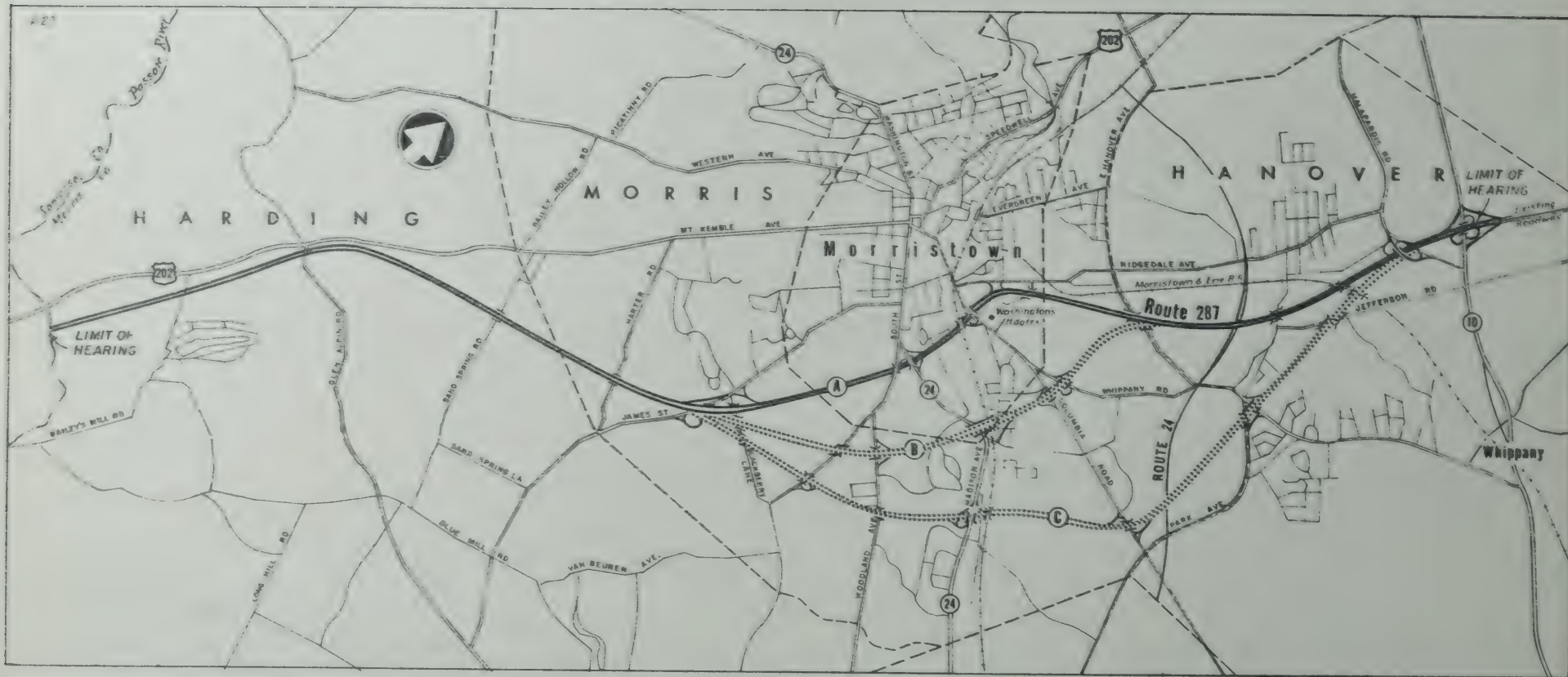
1960
Phillipsburg-Belvidere Road Bids
Federal Aid Secondary
Warren County

Today's bid will be reviewed by State Highway Department and Warren County road officials before decision on awarding the contract is reached.

Specifications for the project call for its completion within 100 working days after the contract is fully executed. Working days will not be counted between December 15, 1960 and April 1, 1961. During the entire period that work is underway the contractor will be required to maintain traffic throughout the project on at least two roadway lanes.

Special signs and safety devices are to be installed and maintained within and adjacent to the project for the safety of motorists.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960

Interstate Route 287
Public Hearing
Morris County

Trenton, June 6 - The New Jersey State Highway Department has set June 28 for its public hearing on alignment of the 9-mile long section of Interstate 287 between the Somerset-Morris County line and Route 10 in Morris County.

The hearing, to be held in the Fairleigh-Dickinson University auditorium, Madison, at 10:30 a.m., will cover the freeway's routing through Harding Township, Morris Township, Morristown and Hanover Township.

Previous hearings have cleared the way for the Department to pin down alignment on 36.5 miles of the 64-mile \$156 million New Jersey portion of the Interstate Freeway that is to serve as an artery around the metropolitan New York area. The scheduled hearing will fill a gap in the route's otherwise continuous alignment between Metuchen, Middlesex County, and Montville, Morris County, that had been publicly presented.

In conformity with the Department's policy of preserving sites that have historical significance the proposal to be outlined at the hearing has been carefully engineered to keep the freeway completely clear of the Washington Headquarters National Park.

Proposed nearby interchanges will offer tourists driving on the Interstate Freeway easy and almost direct access to the historical site.

In addition to the alignment proposed by the State, Department engineers will outline two of the many alternate routings that have been proposed locally and considered during the extensive time period devoted to determining a proper location in the light of engineering and other factors including aesthetics and effect on the area to be traversed.

(more)

1960
Interstate 287
Public Hearing
Morris County

The freeway will be landscaped in keeping with its surroundings and as a safety precaution the right of way will be bordered by cyclone fencing at all locations where children might attempt to cross the roadways.

From the Somerset-Morris line northerly to James Street in Morris Township the Highway Department will propose dual roadways of two lanes each with hard-surfaced 12-foot wide outer shoulders for safe emergency stops. A center island of 70-foot minimum width will divide the roadways. The freeway will be built within a normal right of way width of 300 feet here and no interchanges are proposed in this 4.2 mile stretch.

North of James Street the Department will propose an alignment passing just south of the South Street-Madison Avenue intersection, between Washington's Headquarters and Washington School, and from there to Route 10 where it will join the completed section of I-287 leading on to U.S. 46.

Interchanges will be proposed at: James Street, Madison Avenue, Morris Avenue, and Hanover Road.

One of the two study alignments in this area to be outlined would cut through the easternmost corner of Morristown just west of Normandy Parkway and then swing slightly west joining the first alignment near the sewage disposal plant. Interchanges on this route would be marked for James Street, Woodland Avenue, a partial one at Normandy Parkway, at Columbia Road, and at Malapardis Road.

A third study alignment would be to the east of the other two. This line would pass the County Golf Course just to the north, pass just to the west of the Columbia-Convent Road intersection, and then swing north to join the first alignment near Route 10.

(more)

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Received by telephone 9:25 a.m. by dms

June 6, 1960

From: Morristown, N.J.

Your notice of public hearing for June 28, 1960 on alignment of Route I-287 is untimely and of short notice. Urgently request additional 90-day delay in order to prepare presentation of Town case. Most important we have your cooperation in this matter.

J. Raymond Manahan
Mayor, Morristown

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

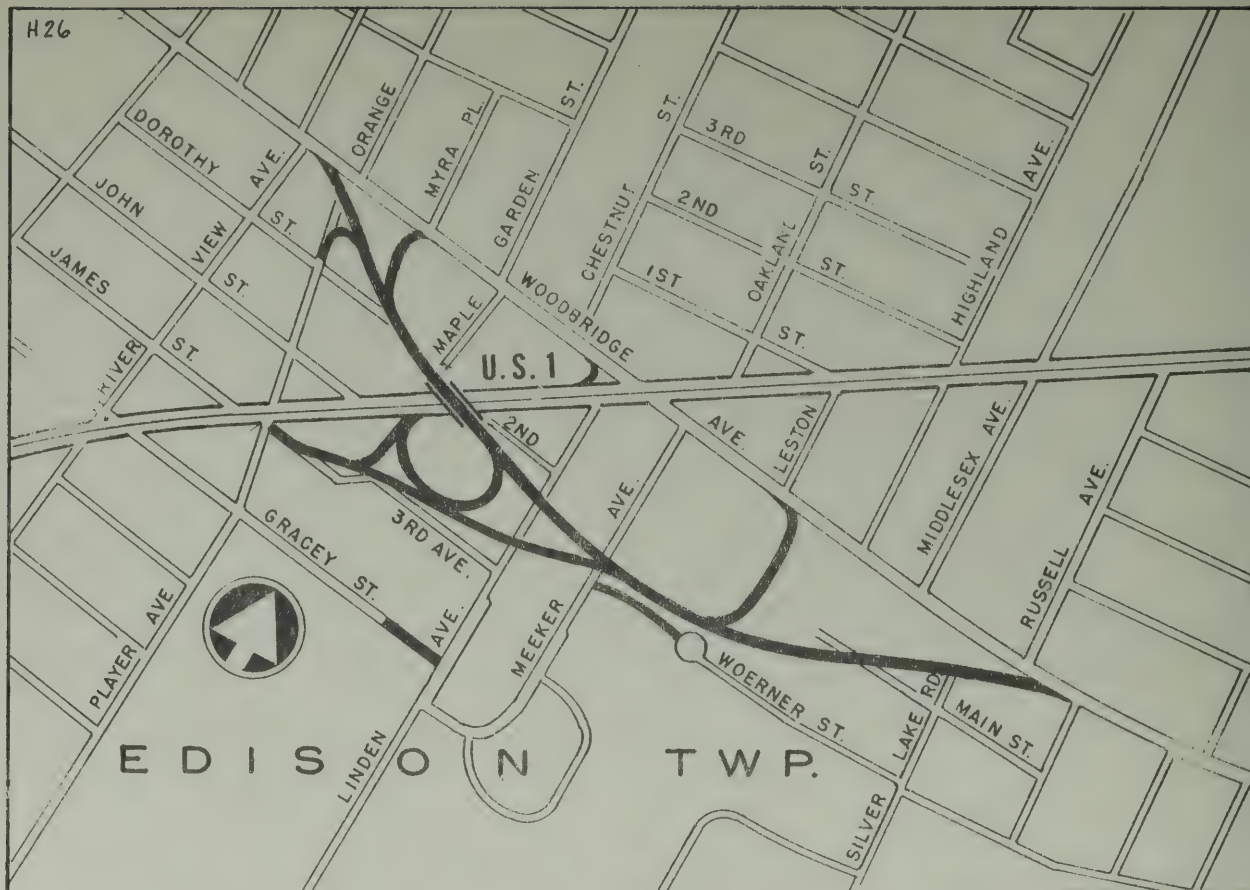
June 6, 1960

Honorable J. Raymond Manahan
Mayor, Town of Morristown
Morristown, New Jersey

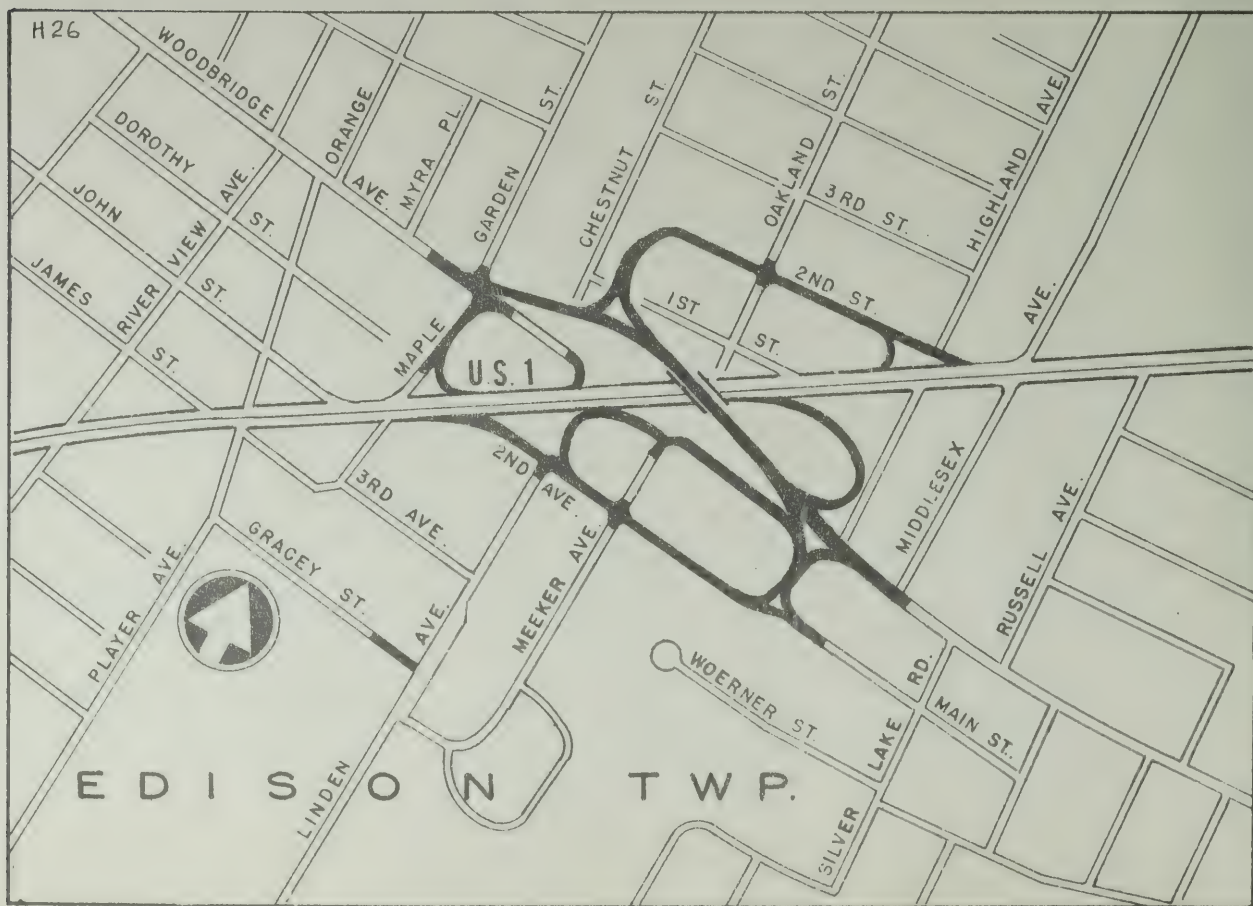
Re:al Route 287 hearing, you personally have had information and a map showing Route 287 since January, 1956. Your Committee was here April 21, 1960 and were assured the hearing would be held the latter half of June with June 15th as target date. Under date of June 1, 1960 you were notified of the June 28th date.

Postponement of this hearing would gain nothing but delay; also, we have the responsibility to insure that all parties at interest be heard rather than holding a hearing in a period when many citizens may be away. Therefore, hearing will be held as stated in our announcement.

Dwight R.G. Palmer
Commissioner



PLAN NO. 1



PLAN NO. 2

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960
ROUTE U.S.1 - WOODBRIDGE
OVERPASS HEARING

Trenton, June 6 - The State Highway Department's June 23 public hearing on the proposed Route U.S. 1 - Woodbridge Avenue overpass in Edison Township has been postponed.

According to a Highway Department spokesman, the hearing was dropped from its schedule in order to permit further study of an alternate plan that had been submitted by a group of township residents who objected to the Department's original proposal.

The original plan, outlined at a public hearing on May 23, would have the crossing of Route 1 occur approximately 300 feet south of the present traffic signal controlled at-grade intersection.

The new locally advanced proposal called for the overpass to be located about 100 feet north of the present intersection. Department engineers have estimated the right of way costs it would involve would be considerably greater and, due to tighter ramp curves and two-way traffic proposed on some ramps, the traffic carrying capacity would be less than that of the original proposal.

The Department spokesman said re-scheduling of the hearing would depend upon the outcome of the study now underway by State and Federal engineers.

The new interchange would be the latest major Route 1 safety innovation. Other major U.S. 1 improvements now underway include an extensive new overpass interchange at Route 18 and another at Milltown Road. Construction of six jug-handles north of Woodbridge Avenue in Edison Township and closing 17 center island openings, was put under contract last December.

All of this construction is in addition to the complete rehabilitation of the route for 19 miles between Trenton and Jersey Avenue just south of New Brunswick. This work is now completed.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE SUNDAY, JUNE 5.

1960

NEWARK TRANSPORTATION STUDY
O & D Survey.

Trenton, June 5 - Tomorrow (June 6) the New Jersey State Highway Department will start on a month-long series of on-the-spot interviews with drivers of vehicles entering and leaving Newark as part of an overall transportation study of Newark now underway by the Department.

Survey teams of the Department will stop drivers for one-minute quizzes that are aimed at determining the origin, destination, and nature of the trip.

The majority of interviews will be conducted at approximately 40 key locations that form a cordon around the city. Some, however, will be held in downtown Newark as drivers park their vehicles.

Approximately 30 employees split into several survey teams will be engaged in conducting the interviews. The number assigned to each survey station will vary depending upon the anticipated traffic volumes to be encountered at each location.

The teams will operate only on weekdays between 3 p.m. to 6 p.m. Local police will cooperate in handling traffic at the interview sites. According to a Highway Department spokesman, interference to traffic movement will be kept to a minimum and vehicles will be "waved through" if they appear in numbers greater than the survey team can handle without undue delay.

The Newark Area Transportation study was begun as the result of several conferences between Newark, State Highway Department and Federal Bureau of Public Road officials. Its purpose is to get the complete picture on the city's existing transportation habits and needs.

The information gathered will be useful to both the city in its long-range redevelopment campaign and to the State and Federal road agencies in planning future highway improvements and facilities.

The State Highway Department expects that the overall study will require approximately seven months to complete.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960

BRIDGETON-PORT NORRIS and
BRIDGETON-MILLVILLE ROADS - BIDS
Cumberland County.

Trenton, June 2 - A bid of \$111,986.70 submitted by A.H. Lupton, Jr., Inc., of Bridgeton, was the lowest of three offers received by the New Jersey State Highway Department today for reconstructing portions of the Bridgeton-Port Norris and Bridgeton-Millville Roads in Cumberland County.

Other bidders on the three-part project that will be jointly paid for by Cumberland County and the Federal Government on a 50-50 basis were: Bancheri Construction Co., Hammonton, \$113,848.85; George Slade, Inc., Bridgeton, \$115,982.76.

The first segment includes about half a mile of Bridgeton-Port Norris Road through Cedarville, Lawrence Township. In this section the existing concrete base, now covered with two inches of bituminous concrete will remain. The existing concrete shoulders will also remain and the entire roadway covered with 1-1/2 inches of bituminous concrete. This will result in widening of the present two lane (20 foot) roadway to 40 feet (four lanes).

Another section of the same road to the southeast will also be improved under this contract. The section from Turkey Point Road to Church Street, Downe Township, a distance of one and three-quarter miles, will be widened from 20 to 22 feet and completely resurfaced with bituminous concrete. The shoulders will also be improved.

The third part of the project will include complete reconstruction of a three-quarter mile section of Bridgeton-Millville Road in the vicinity of Rogers Avenue, Deerfield Township.

The existing bituminous roadway, only 18 feet wide, will be removed and in its place a new twenty foot roadway constructed.

1960

BRIDGETON-PORT NORRIS and
BRIDGETON-MILLVILLE ROADS- BIDS
Cumberland County.

The new roadway will be built of an eight inch compacted gravel base course with a bituminous concrete surface. Along the edges will be eight foot hard-surfaced shoulders.

On all three segments of this project, curves will be eased and banked for added driver safety and convenience.

The entire project is to be completed within 70 working days after the contract is executed. Throughout the construction period the contractor will be required to maintain local traffic within the work areas, but through traffic will be diverted to other roads.

Traffic detoured will be guided by temporary directional signs along routes approved by the State and local police authorities.

The proposed project comes under the Federal Government's plan for aid to secondary roads. The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract, and inspecting the work in progress.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960Ridgedale Avenue - BIDS
Morris County

Trenton, June 2 - Robert Bossert & Company, Inc., of Newark, was the lowest of 11 bidders today on a State Highway Department contract for reconstructing over a mile and a half of Ridgedale Avenue in East Hanover Township and Florham Park, Morris County.

The firm's bid was \$220,722.75 for replacing the existing bituminous treated road with a more substantial pavement from Columbia Road and New Jersey Route 10.

The new construction will consist of an eight inch subbase, a five inch stone base course, and a three inch penetration macadam intermediate course, surfaced with two inches of bituminous concrete.

The new roadway will be 24 feet wide (two lanes) with hard-surfaced shoulders eight feet wide along the outer edges. In some locations concrete curbs will parallel the shoulders. All curves in the section will be eased and banked for driving safety and convenience.

The proposed project comes under the Federal Government's plan for aid to secondary roads in which Morris County and the Federal Government share all costs on a 50-50 basis. The New Jersey State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract, and inspecting the work in progress.

The project is to be completed within 130 working days after the contract is fully executed. During the construction period the contractor will be required to maintain the full width of existing roadway for traffic use on legal holidays and a separate lane for each direction of traffic at all other

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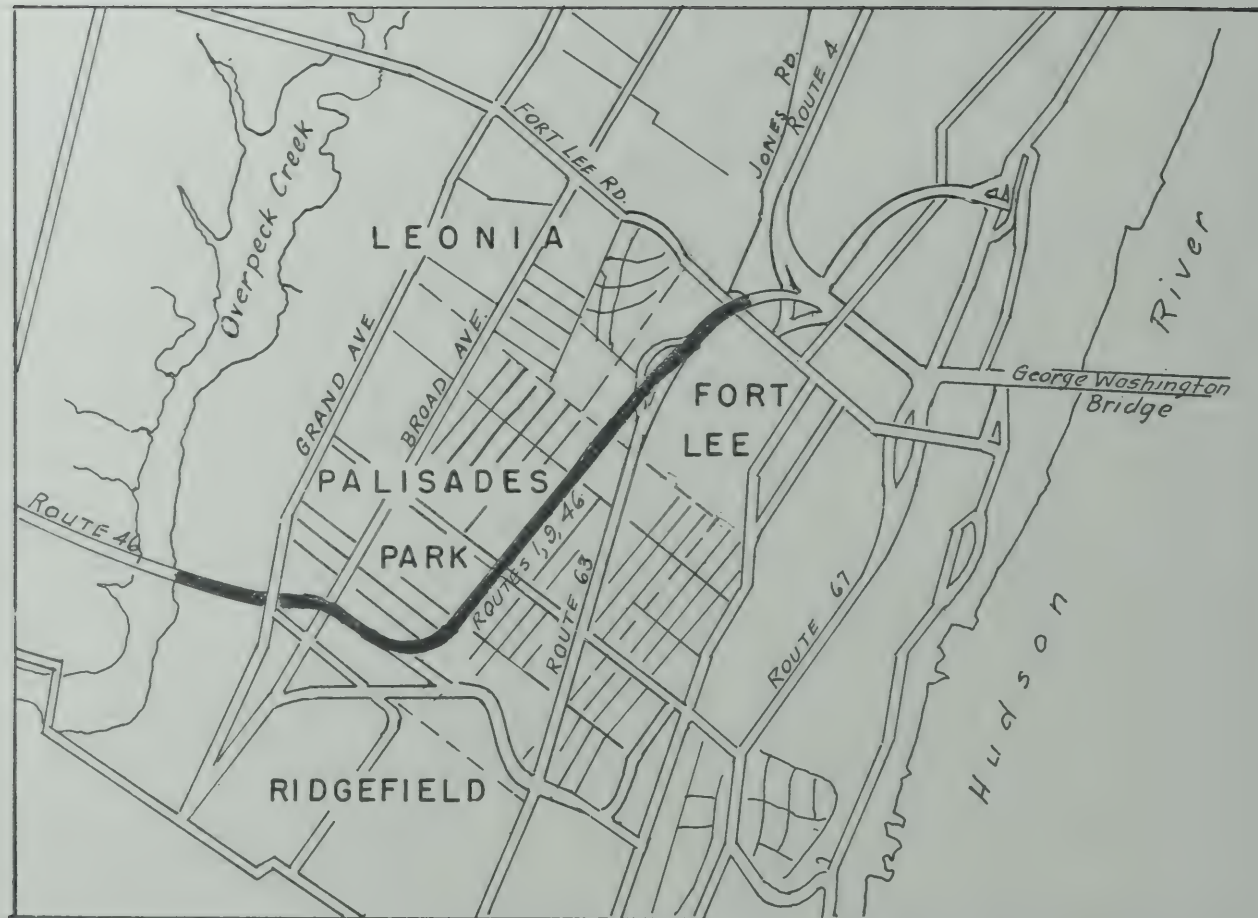
1960
Ridgedale Avenue - BIDS
Morris County

times except within the immediate area of work being performed. There he will be permitted to restrict traffic to use of a single 10-foot wide lane used alternately for each direction.

The contractor will be required to place and maintain safety devices throughout the work area at all times for the protection of traffic. Included are signs, flares, barricades and, when equipment is crossing active traffic lanes, trained competent traffic directors.

Other bidders on the project were: Sappah Construction Company, Inc., Montvale, \$221,940.25; Whippany Construction Company, Hanover, \$240,430.00; P. Michelotti and Sons, Inc., Saddle Brook, \$256,614.45; Scaletti-Knowles, Inc., Pompton Lakes, \$275,634.00; V. A. Spatz Excavating & Paving Co., Summit, \$275,952.00; Franklin Contracting Company, Little Falls, \$279,141.80; P. T. & L. Construction Company, Paramus, \$283,956.00; Samuel Braen and Son, Hawthorne, \$288,225.00; The Union Building & Construction Corporation, Passaic, \$291,851.00; J. F. Chapman and Son, Inc., Hillside, \$292,887.00.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M.
JUNE 2



1960
ROUTES 1, 9 and 46
Bergen County

Trenton, June 2 - The New Jersey State Highway Department will receive bids June 22 for resurfacing and center barrier construction within 2.2 miles of combined Routes 1, 9 and 46 in Bergen County.

Resurfacing of the existing concrete pavement with bituminous concrete will be continuous between the highway crossing of Overpeck Creek in Ridgefield and Jones Road in Fort Lee. A 3-inch thickness of highly skid-resistant type of black-top will be used in order to increase the safety factor for motorists using the heavily traveled route, a Highway Department spokesman said.

The existing concrete pavement surface within much of the routes path through Ridgefield, Palisades Park, and Fort Lee, has over a period of many years of use become worn smooth and is dangerously slick when wet, the spokesman said.

From Overpeck Creek easterly to Grand Avenue at the Ridgefield-Palisades Park boundary, the Department's plans call for removing the low sloping concrete curb along the highway's 7-foot wide center island and replacing it with new concrete curb that will have a 10-inch vertical face. The center island will remain the same width, but will be raised to match the higher curb and will be surfaced with concrete.

Between Grand Avenue and East Ruby Avenue, where it will join a recently constructed center barrier of the same design that continues through the balance of the project, the Department will construct a continuous 32-inch high concrete barrier down the center of the highway. Approximately 12,300 lineal feet of center barrier will be required.

(more)

1960
ROUTES 1, 9 and 46
Bergen County

This is the same type of center barrier now in use on over 70 miles of the State's more heavily traveled highways. It has been nearly 100 per cent effective in eliminating head-on collisions where built.

According to the Highway Department spokesman traffic will be carried through the project during all of the barrier construction and resurfacing operations. A 70 working day limit has been set for completion of the project, once the bids are received and the contract awarded.

During the working period the contractor will be restricted to off-peak hours in the performance of his work.

The State Highway Department will bear the full cost of the project.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURS.P.M., JUNE 2.



TUxedo 2-3000 - Ext. 431-432

1960

ROUTE U.S. 1 and 9 Resurfacing
(Tonnele Avenue)

Trenton, June 2 - The State Highway Department has announced resurfacing of Tonnele Avenue (U.S. 1 & 9) north of the Route 3 interchange in North Bergen, Hudson County, will start Monday (June 6) and urged drivers to skirt the work area.

The black-topping operations will consist of placing a new 3-inch thick curb-to-curb layer of bituminous concrete on the 40-foot roadway from the interchange to Bulls Ferry Road in Fairview.

Although one lane in each direction will be reserved for highway traffic through the paving area according to a Highway Department spokesman the operations cannot help but seriously hinder peak hour traffic movement.

The spokesman said every effort will be made to expedite the work and restore the full roadway to traffic use. Following consultations with Hudson County police officials the State has granted its contractor permission to work from dawn to dusk ---a relaxation of regular 9 a.m. to 4 p.m. working day limits on the job ---in order to cut the paving time to an estimated two to three weeks.

The actual time period that will be required to resurface the heavily trafficked highway section, a principal local thorofare and connection to the Lincoln Tunnel, will depend on weather conditions encountered, the spokesman said.

Upon completion of the resurfacing between Route 3 and Fairview the contractor will again be required to restrict his operations to regular contract-stipulated working hours for the balance of the project.

The overall project has been underway since late last November and in the area north of Route 3 has consisted mainly of improving intersections and constructing new curbs and sidewalks thus far.

(more)

1960
Route U.S. 1 and 9 Resurfacing
(Tonnele Avenue)

From the Route 3 interchange south to the Pulaski Skyway the existing highway is being widened from its present 44-foot width to 50 feet. Several jug-handles will be built to afford drivers increased safety in left-turning movements and a 32-inch high solid concrete center barrier will be constructed down the center of the highway ---thus providing a separate 24-foot wide roadway for each direction of traffic. Openings in the barrier will occur only at traffic signal controlled intersections within the 2.5 mile stretch.

This is the same center barrier now in use on over 70 miles of the State's more heavily traveled highways. It has been nearly 100 percent effective in eliminating head-on collisions where it has been built. A similar devise, a 14-inch high steel beam center barrier, has completely eliminated deaths due to head-on collisions that plagued the Pulaski Skyway prior to placing the barrier there in late 1956. Six such deaths had occurred in the previous year alone.

Acccrding to the Department spokesman, completion of the \$836,000 Tonnele Avenue improvement is not expected before early winter, but good weather conditions between now and then might move the date ahead.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M.
JUNE 2



TUxedo 2-3000 - Ext. 431-432

1960
Route 21 Freeway Traffic

Trenton, June 2 - In order to minimize the time period of Route 21 Freeway construction that will interfere with existing River Road traffic in Nutley, the State Highway Department will close part of the local road to through traffic for a 10 day period starting Monday (June 6).

According to a Department spokesman the exclusion of through River Road traffic between Park Avenue, Nutley, and Kingsland Avenue, Clifton, along with complete closing of about 800 feet of the local street just north of Highfield Lane, will halve the time normally required to perform freeway work that would jam traffic in this area if the local road were to be kept open.

The spokesman said through River Road traffic will be diverted over Park Avenue, Washington Street and Kingsland Avenue. Local police have been notified and signs directing traffic over the alternate streets will be erected and maintained.

In order to avert possible traffic friction at the Freeway's northbound off-ramp to Park Avenue, this ramp will be limited to traffic wishing to turn right on Park. Northbound freeway traffic wishing to go west on Park Avenue will remain on the Freeway past Park Avenue. Opposite Grant Avenue it will be directed over the existing center island on a temporary pavement and back to Park Avenue via the Freeway's southbound off-ramp and a portion of River Road.

The diversion of traffic is related to construction of a 1.8 mile section of Freeway construction that got underway last August. This construction will extend the Freeway to just north of Route 3 and provide a comprehensive interchange with the state highway. Cost of the project is over \$7 million and its

(more)

1960
Route 21 Freeway Traffic

target date for completion has been set at July, 1961.

Early construction resulted in Route 21 improvement between Clay Street and Herbert Place, Newark, a distance of 1.2 miles now open. Another 1.2 mile section from Herbert Place to William Street, Belleville, has passed the public hearing stage and right-of-way acquisition is expected to begin soon.

The area from William Street to Roosevelt Avenue, Belleville, was opened last fall while the 1.3 mile section from Roosevelt Avenue to the beginning of the current project at Highfield Lane is now under construction.

The remaining five miles between Route 3 and Interstate Route 80 are still in the preliminary alignment study stage.

Cost of the three sections from William Street, Belleville, to and including completion of the current project, is estimated in excess of \$15 million. As part of the Federal program for aid to Primary and Urban Roads, the State and Federal Governments will share cost of the Route 21 Freeway on a 50-50 basis.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960Routes 35, 36, 47, 49, 130
Bridges Repair Bids

Trenton, June 1 - The New Jersey State Highway Department today received bids on two contracts for repairs and improvements to five state highway draw-bridges in six counties.

In Middlesex County the Route 35 (Victory) Bridge over the Raritan River between Perth Amboy and Sayreville will receive repairs to water-line fenders which protect piers on either side of the main channel. New treated timber planking and pilings will be installed in one contract that is to be completed within 20 working days after being awarded.

Low bidder on this contract was Allen N. Spooner & Son, Inc., New York, \$8,534.00. Other bidders were: Spearin Preston & Burrows, Inc., New York, \$9,575.00; Linde-Griffith Construction Co., Newark, \$10,388.75; S. T. G. Construction Company Inc., New York, \$13,115.00.

The second contract bid on was for replacing existing timber plank draw-span decks with steel grid decks on the U.S. 130 bridge over Big Timber Creek between Westville, Gloucester County, and Brooklawn, Camden County; the Route 36 bridge over the Shrewsbury River in Highlands, Monmouth County; the Route 47 bridge over Manantico Creek between Maurice Township and Millville, Cumberland County; and the Route 49 bridge over Alloway's Creek in Quinton Township, Salem County.

Low bidder on this contract was the Hughes Steel Erection Company, Philadelphia, \$169,025.90. Other bidders were: Whiting Turner Contracting Co., Baltimore, Maryland, \$183,233.60; Conn Welding and Machine Co., New Castle, Pa., \$199,075.75; Cornell & Co., Inc., Woodbury, \$223,292.10.

(more)

1960Routes 35, 36, 47, 49, 130
Bridges Repair Bids

Replacement of the 47-foot wide and 77-foot long span deck of the Route 130 bridge and constructing new 12-foot wide concrete sidewalks in place of the present wood plank walks is to be completed within 45 working days after the contract is awarded.

Work on the other three bridges that might interfere with summer traffic loads is not to be performed prior to September 19 but is to be completed by March 31, 1961.

At the Route 36 bridge the deck replacement will consist of an area 44 feet wide and 64 feet long; the Route 47 bridge deck will be 30 feet wide and 93 feet long; and the Route 49 deck will be 30 feet wide and 95 feet long.

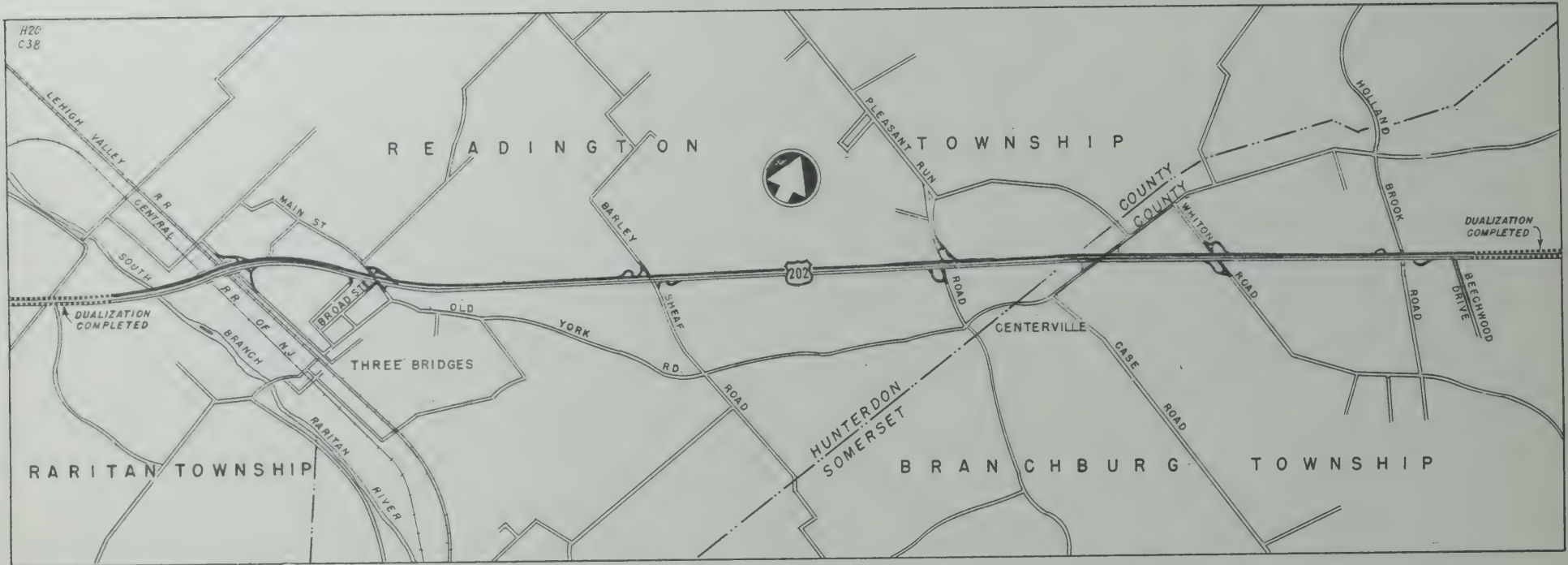
During construction periods the contractor will be restricted from unreasonably interfering with movement of traffic through the work area.

At the Route 36 and 130 work sites highway traffic will be restricted to a single 11-foot lane used alternately for each direction. At the other two bridges highway traffic will be routed over local detours during the working period.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960

ROUTE U.S. 202 BIDS

Hunterdon-Somerset Counties

Trenton, June 1 - Glasgow, Inc., of Glenside, Pa., submitted the lowest of 13 bids received today by the New Jersey State Highway Department for dualizing an additional 5.7 miles of U.S. 202 between Somerville and Flemington in Hunterdon and Somerset Counties.

The firm's bid was \$2,051,966. The work area will extend from the South Branch of the Raritan River in Raritan Township, Hunterdon County, to Beechwood Drive in Branchburg Township, Somerset County.

Similar dualization projects were completed last year on U.S. 202 extending westerly from Somerville and easterly from Flemington. This new construction will complete the gap. Highway Department plans call for ultimate dualization of the route westerly to Lambertville.

Under the contract the existing roadway will remain to serve eastbound traffic only. Its two 10-foot lanes of reinforced concrete will be resurfaced with three inches of bituminous concrete. Hard surfaced shoulders, each ten feet wide, will flank this roadway. Concrete curbs will be built along the outside edges of the shoulders.

An entirely new 25-foot wide (two lane) concrete roadway will be constructed to carry westbound traffic. Along the outside edge a ten foot wide hard-surfaced shoulder will parallel the roadway. A center island with a minimum width of 32 feet will separate the two roadways.

Three new bridges will be required for the new roadway. One will carry it over the South Branch of the Raritan River, another over the Jersey Central Railroad, and the third over the Lehigh Valley Railroad. The bridges which carry the existing roadway will be widened.

(more)

1960
ROUTE U.S. 202 BIDS
Hunterdon-Somerset Counties.

Jughandles and other turning ramps will be constructed in pairs at Railroad Avenue, Main Street, Barley Sheaf Road, Pleasant Run Road, Old York Road, Whiton Road, and Holland Brook Road. All jughandle ramps will be paved with bituminous concrete. Signals at each jughandle location will control traffic safely with all the signals synchronized to permit U.S. 202 motorists non-stop travel at posted speeds.

This U.S. 202 Highway Department project comes under the Department's 1959-60 fiscal program. Half of all costs will be paid by the Federal Bureau of Public Roads.

All bids received today will be reviewed by State Highway and Federal engineers before the contract is awarded. All work is to be completed by the contractor within 200 working days after execution of the contract.

During the entire period of construction the contractor will be required to carry traffic through the project area on the full width of existing pavement during construction of the new westbound roadway.

On intersecting roads one 10-foot lane will be reserved for each direction of traffic at all times except when work is being performed within a given intersection. During these periods cross traffic may be limited to using a single 10-foot lane alternately for each direction.

The construction of main highway cross-drains across the existing roadway is to be deferred until the new westbound roadway is available to traffic.

(more)

1960
ROUTE U.S. 202 BIDS
Hunterdon-Somerset Counties

Other bidders on the project were: Gaskill Construction Co., Riverside, \$2,196,919.20; Public Constructors, Blackwood, \$2,204,926.36; Geo. M. Brewster & Son, Bogota, \$2,338,983.68; Mal Bros Contracting Co., W. Caldwell, \$2,455,067.05; J.F. Chapman & Son, Hillside, \$2,473,208.23; S.J. Groves & Sons Co., Woodbridge, \$2,489,226.89; P.T. & L. Construction Co., Paramus, \$2,489,850.81; Franklin Contracting Co., Little Falls, \$2,500,189.83; F. A. Canuso & Sons, Philadelphia, \$2,678,285.12; Thomas Nicol Co., Farmingdale, \$2,717,510.23; Samuel Braen's Sons, Hawthorne, \$2,741,945.44; Yonkers Contracting Co., Yonkers, N.Y., \$2,781,611.37;

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IMMEDIATE RELEASE

1960

U.S. 1 & 9 and Route 93 - BIDS
Drainage Improvement
Bergen County

Trenton, June 1 - A \$71,987.60 bid by the Sappah Construction Company Inc., of Montvale (N.J.) was the lowest of 12 received by the New Jersey State Highway Department today on a contract for extensive drainage improvement on U.S. 1 & 9 and Route 93 (Grand Avenue) in Ridgefield, Bergen County.

Most of the new storm drain will be installed under 1,300 feet of Route 93 (Grand Avenue) between Wilt Avenue and Virgil Avenue. Another 700 feet will be installed under Slocum Avenue northerly from its junction with Grand. There will be 500 feet on De Groot between Grand and U.S. 1 & 9 (Broad Avenue) and about 250 feet on Broad itself.

Plans call for using reinforced concrete pipe from one to three feet in diameter, corrugated metal pipe six inches in diameter, and cast iron pipe four feet in diameter. The contract will also call for incidental patching and pavement repair in the work area.

According to a Highway Department spokesman, this project is being undertaken by the Department to relieve local flooding conditions which periodically occur in the area.

Throughout the 45 working day period set for completion of the project, the contractor will be required to maintain at least two highway lanes for traffic use, one lane in each direction. In order that this can be done, the public will be prohibited from parking along the highway within the project area. Special safety devices including traffic cones, flares and barricades will be placed to protect motorists driving through the work areas.

(more)

1960

U.S. 1 & 9 and Route 93 - BIDS
Drainage Improvement
Bergen County

Other bidders on the project were: Giovanni Asphalt Corp., Hackensack, \$74,913.50; The Mal-Bros. Contracting Co., West Caldwell, \$79,245.20; The Union Building and Construction Corp., Passaic, \$83,626.30; D'Annunzio Bros. Inc., Scotch Plains, \$84,911.50; C. F. Malanka & Sons, Inc. Union City, \$84,958.35; P.T. & L. Construction Co., Paramus, \$86,119.00; Almeida's Construction Co., Old Bridge, \$88,267.92; Central Construction Co., Clark, \$88,681.63; Weill Construction Co., Inc., New Milford, \$90,677.70; Samuel Braen Sons, Hawthorne Division, Hawthorne, \$97,896.15; P. Michelotti & Sons, Saddle Brook, \$107,090.80.

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59-N-11

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960

ROUTES 9 - 27 BIDS
Middlesex County

Trenton, June 1 - The Middlesex Concrete Products & Excavating Co., of Woodbridge, was low bidder today on a State Highway Department project aimed at improving the safety of U.S. 9 in Sayreville and South Amboy and on Route 27 in Metuchen.

The firm's bid was \$42,104. The project includes two separate improvements under a single contract that is to be completed within 40 working days after it is fully executed.

At Sayreville, the work will center on ramps connecting U.S. 9 and Raritan Street. The existing ramp facility provides a single two-way ramp for traveling from northbound U.S. 9 to Raritan Street and vice versa.

Under the contract this ramp will remain but will be modified for one-way movement from northbound U.S. 9 to Raritan Street only. An entirely new ramp will be constructed to provide access from Raritan Street to northbound U.S. 9. It will be located adjacent to the existing facility.

According to a Highway Department spokesman the new ramp will not only help relieve congestion, but will also eliminate the sharp turns the existing facility requires.

In Metuchen Route 27 will be widened for 300 feet on either side of the intersection with Grove Street. The existing concrete road which is 18 feet wide (two lanes) will be widened to 44 feet (four lanes) between curbs.

The existing concrete will remain as a base with widened portions constructed on a seven inch stabilized base course. The entire roadway will be surfaced with three inches of bituminous concrete. The project will also call for corner cutbacks at Grove Avenue to ease turning movements at that location.

(more)

1960
ROUTES 9 - 27 BIDS
Middlesex County

The extra width is being provided mainly to improve the flow of traffic through the recently signalized intersection by allowing room for right turning traffic to slow without impeding the main-line through movement and permit main-line traffic to pass to the right of vehicles which may be waiting to make a left turn.

Highway traffic is to be carried through both construction areas during the entire period when work is underway. Special safety devices including traffic cones, signs, flares and barricades will be placed and maintained to protect motorists.

Other bidders on the contract were: C. H. Winans Co., Roselle, \$45,218.30; Halecrest Co., Metuchen, \$45,878.50.

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IMMEDIATE RELEASE

1960

ROUTE 69 CREEPER LANE BIDS
Hunterdon County

Trenton, June 1 - Competitive bids will be received June 22 by the New Jersey State Highway Department for construction of a 1.4 mile long creeper lane on Route 69 south of Ringoes, Hunterdon County.

The 16-foot wide lane will be added along the west edge of the two-lane highway from Back Brook, in East Amwell Township, to just south of West Amwell Township line. The new width will provide an extra lane in the uphill direction (southbound) for slow-moving vehicles.

In addition to the new southbound lane, further improvement to the highway section will include hard-surfacing the 10-foot wide shoulder along the route's northbound lane, resurfacing the existing 20-foot wide main roadway pavement with bituminous concrete, and the installation of a new storm drainage system.

Highway traffic will be carried through the construction area during the 100 working days required for completion of the 100 per cent State financed safety improvement project.

Since 1954 the State Highway Department has constructed 33 creeper lanes to improve the safety records of two-lane highways that traverse rolling or mountainous terrain. By providing the extra lane on the up-grade for slow-moving trucks, other drivers are not forced to take chances in passing or assume an unnaturally slow pace.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960

STATE AID - Allotment Fund
MONMOUTH COUNTY

Trenton, May 28 - The New Jersey State Highway Department has announced allocation of \$100,000 in State aid for the improvement of local roads and streets in 25 Monmouth County municipalities.

The allocation was made by the Department from a special \$2,100,000 fund provided each year by the State Legislature to be divided equally among the 21 counties.

Legislation governing this fund requires each county allocation be split by the Department among municipalities of the county according to individual municipal road and street improvement needs and requests for aid. Towns granted these aid funds must provide 10 per cent of the improvement's total cost. This fund is one of five that annually provides approximately \$16 million in State aid to New Jersey counties and municipalities through the State Highway Department. The Department, in addition to distributing and accounting for expenditure of these funds, reviews the preparation of construction plans and specifications, approves or disapproves awards of contracts, provides inspection of materials and workmanship on subsequent projects, and passes upon acceptance of completed projects.

A complete listing of allocations to individual municipalities, showing location of proposed improvements, follows: (See attached list)

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

MUNICIPAL AID ALLOTMENTS - APPROVED MAY 26, 1960

MONMOUTH COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Allentown Borough	Broad St. (drainage)	\$ 2,000.00
City of Asbury Park	Deal Lake Drive	7,500.00
Atlantic Township	Phalanx Rd.	5,000.00
Belmar Borough	16th Av.	3,000.00
Deal Borough	Brighton Av., Sec. 2	2,000.00
Eatontown Borough	Clinton Av., Sec. 2	3,000.00
Farmingdale Borough	Southard Av.	2,000.00
Freehold Township	Jones Siding Rd., Sec. 3	5,000.00
Holmdel Township	Bethany Rd. (paving)	2,000.00
Howell Township	Maxim-Southard Rd.	5,000.00
Keansburg Borough	Forest Av., Sec. 2	3,000.00
Keyport Borough	Clark St.	4,000.00
Marlboro Township	Robertsville Rd.	5,000.00
Matawan Township	Lloyd Rd., Sec. 3	3,000.00
Millstone Township	Schoolhouse Rd.	7,000.00
Monmouth Beach Borough	Riverdale Ave., Sec. 2	5,000.00
Neptune Township	Highland Av., Sec. 1	5,000.00
Ocean Township	Cold Indian Springs Rd., Sec. 2	3,000.00
Raritan Township	S. Laurel Av. (paving)	7,000.00
Roosevelt Borough	Robbinsville Rd.	3,000.00
Rumson Borough	Bingham Av.	3,000.00
Sea Bright Borough	New & Front Sts.	2,000.00
Sea Girt Borough	Sea Girt Av.	3,000.00
Spring Lake Heights Borough	Ocean Rd., Sec. 2	3,000.00
Upper Freehold Township	Davis Station-Sharon Station Rd.	5,000.00
Wall Township	Lakewood Rd., Sec. 2	<u>5,000.00</u>
	TOTAL	<u>\$102,500.00</u>

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960
ROUTE I-295
Gloucester County

Trenton, May 27 - A local detour will be instituted May 31 for Route 45 (Gateway Boulevard) traffic in the vicinity of the new Interstate Route 295 bridge over the highway and Pennsylvania Reading Seashore Lines Railroad in West Deptford Township, Gloucester County.

According to a Highway Department spokesman, the half-mile detour will be in effect only five days and will expedite foundation construction for the bridge. The alternative, the spokesman said, would be to limit Route 45 traffic to a single lane used alternately for each direction for a considerably longer period of time.

The detour route will be posted by the State's contractor, who will also be responsible for installing safety devices such as barricades, lights and flares ---and uniformed traffic directors, if needed.

Local and State Police have been notified of the detour, which will be over Olive Street, Old Broadway and Colonial Avenue. The detour is planned to be discontinued on June 4.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1960

East Landis Avenue
Secondary
Cumberland County

Trenton, May 26 - The New Jersey State Highway Department will receive sealed, competitive bids June 22 for widening and resurfacing a 2-mile section of East Landis Avenue in Vineland, Cumberland County.

As part of the federal secondary road system all costs of the road improvement will be shared equally by Cumberland County and the Federal Bureau of Public Roads. The State Highway Department acts for the federal agency in reviewing plans and specifications, receiving bids and awarding the contract, and providing inspection services throughout the construction period.

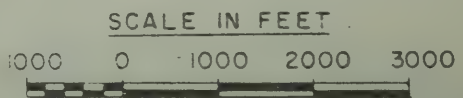
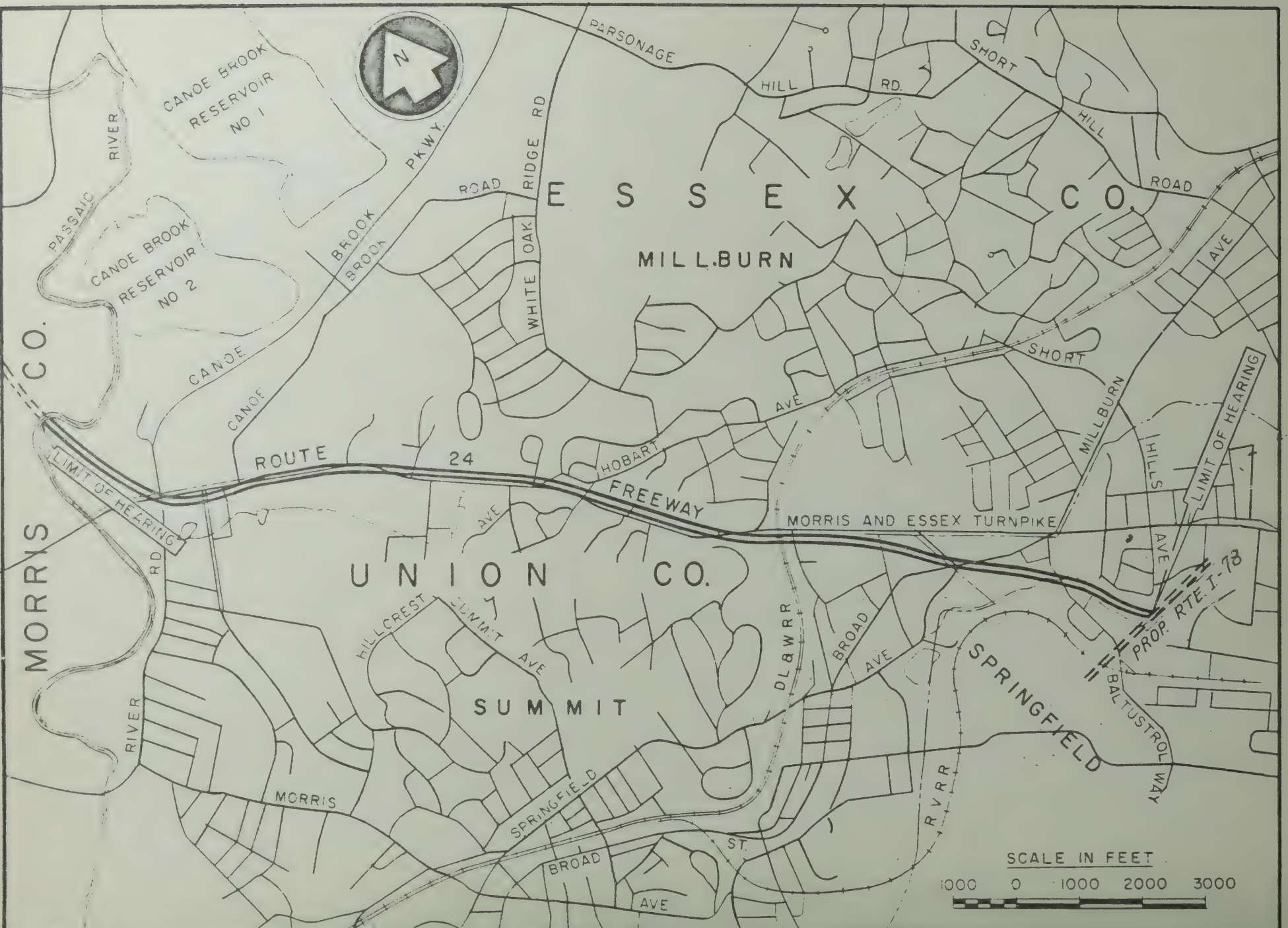
The project limits are Brewster Road and the Atlantic-Cumberland County line. All work will be contained within the limits of existing right-of-way and is to be completed within 60 working days.

Plans for the project call for adding three feet of main pavement base to each side of the existing 20-foot bituminous surfaced concrete road. The full 26-foot width will then be surfaced with a layer of bituminous concrete $1\frac{1}{2}$ inches thick over the old roadway and 3 inches thick over the new base.

New 7-foot wide bituminous treated gravel shoulders will flank the completed roadway and the installation of storm drain facilities will be built.

During the construction period provisions will be made for local traffic use, but through traffic will be diverted to other roads. At times some sections of the project may be closed to all traffic while construction operations are underway with traffic detoured. Location and duration of local detours will be directed by the Cumberland County Engineer's office.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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FOR RELEASE THURSDAY,
MAY 26, p.m.

1960

Route 24 Freeway - Public Hearing
Union and Essex Counties

Trenton, May 26 - A public hearing covering the 3.4 mile easterly end of the Route 24 Freeway in Millburn, Essex County, and in Summit and Springfield, Union County, has been scheduled by the New Jersey State Highway Department for June 14.

This is the second hearing held on the Route 24 Freeway in two months. On May 5 a hearing was held on the section from the westerly end of the present hearing at the Passaic River, north of Morristown, to existing Route 24 in Mendham Township.

The June 14 hearing will be held in the auditorium of Millburn Junior High School on Old Short Hills Road, Millburn, beginning at 10:30 a.m. Residents, local officials, and other interested parties will be able to receive first-hand explanations of Department proposals and to make constructive suggestions on the proposed highway alignment.

This hearing will cover that portion of the route from the Passaic River in Summit to the freeway's junction with proposed Interstate Route 78 in the vicinity of Springfield. Between those two points the freeway's proposed alignment will roughly parallel existing Route 24, partly in Millburn and partly in Summit. Near the Delaware and Lackawanna Railroad, the freeway alignment will leave Route 24 and angle slightly to the south to meet I-78.

Highway Department engineers will propose dual three lane roadways divided by a center island with a minimum width of 42 feet. Hard surfaced shoulders 12 feet wide will border the outside edges of each roadway. This roadway design will be within a minimum right-of-way width of 250 feet.

(more)

1960Route 24 Freeway - Public Hearing
Union and Essex Counties

Interchanges are planned at Broad Street at the Summit-Springfield line and at I-78. Between Canoe Brook Road and the Delaware and Lackawanna Railroad the freeway will be flanked by completely new service roads to handle local traffic. These service roads, one on either side of the freeway, will be one-way in the direction of the adjacent freeway roadway. At various locations, connecting ramps will lead from these service roads on and off the freeway.

The Route 24 Freeway is planned as a completely modern limited-access super-highway to extend ultimately from Interstate Route 78 westerly to the Delaware River at Phillipsburg. Total estimated cost is \$43.2 million.

Although no starting dates have been set, according to a Highway Department spokesman, earliest construction will be concentrated on the freeway sections between Springfield and connections with existing roads leading into Morristown as well as Route 202 north of Morristown.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1960

Route U.S. 1 - Electrical
Elizabeth, Union County

Trenton, May 25 - The New Jersey State Highway Department will receive competitive bids June 15 for the installation of underground ducts to service highway lighting units on the dual-dual section of U.S. 1 in Elizabeth.

According to a Highway Department spokesman the new ducts and incidental underground structures will permit the Department to change the electrical power supply system in use for the past 18 years to one that will be less expensive to maintain and will cut the number of "out-of-service" periods.

Under the present system, the spokesman said, damage to above-ground electrical fixtures by vehicles often results in entire sections of overhead lighting units on the 8-lane highway being put out of service until extensive repairs can be made. Under the new system only the damaged individual fixture would be blanked out under the same circumstances.

The June 15 bids will include all underground structures and ducts necessary within a 4,360 foot section of the highway extending from North Avenue northerly to the Elizabeth city line. Similar future projects will extend the underground installations as far north as the interchange at the junction of Routes 1, 21 and 22 in Newark.

The project is to be completed within 45 working days after award of the contract and installation of new cables and controls for the changeover in the power supply system will be undertaken by the Department immediately afterwards.

Due to the high volumes of traffic through the proposed project area special traffic safety precautions will be required as part of the contract and the work will be performed with a minimum of interference to traffic.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1960

ROUTE 35 - SHARK RIVER
BRIDGE - Monmouth County

Trenton, May 23 - The Route 35 bridge over Shark River, closed for extensive repairs since February, will be re-opened late this week according to the New Jersey State Highway Department.

The heavily traveled structure, located in Belmar, may be available for traffic use on Thursday a Department spokesman said, with opening certain before the weekend. This is slightly ahead of the May 30 target date specified in the \$84,409 repair contract.

The local detour of Route 35 traffic in effect since February 9 will be discontinued immediately upon re-opening of the bridge.

According to a Highway Department spokesman, at the southern end of the structure the earth fill beneath the bridge approaches shifted slightly causing damage to the southernmost concrete bridge pier.

This fill was removed and replaced with a new 60 foot span resting on prestressed concrete piers and steel sheet pilings. The Department spokesman said removal of the fill will relieve pressure on the damaged pier.

The project also included incidental improvement of the bridge sidewalks and railings.

The project was financed by State funds.

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1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960

STATE AID- Allotment Fund
CUMBERLAND COUNTY

Trenton, May 20 - The New Jersey State Highway Department has announced allocation of \$100,000 in State aid for the improvement of local roads and streets in fourteen Cumberland County municipalities.

The allocation was made by the Department from a special \$2,100,000 fund provided each year by the State Legislature to be divided equally among the 21 counties.

Legislation governing this fund requires each county allocation be split by the Department among municipalities of the county according to individual municipal road and street improvement needs and requests for aid. Towns granted these aid funds must provide 10 per cent of the improvement's total cost. This fund is one of five that annually provides approximately \$16 million in State aid to New Jersey counties and municipalities through the State Highway Department. The Department, in addition to distributing and accounting for expenditure of these funds, reviews the preparation of construction plans and specifications, approves or disapproves awards of contracts, provides inspection of materials and workmanship on subsequent projects, and passes upon acceptance of completed projects.

A complete listing of allocations to individual municipalities, showing location of proposed improvements, follows: (see attached list)

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

MUNICIPAL AID ALLOTMENTS - APPROVED MAY 18, 1960

CUMBERLAND COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
City of Bridgeton	Hitchner Avenue	\$10,000.00
Commercial Township	Railroad Ave., Sec. 3, Steep Run Sec. 2, Horse Heaven Rd., Sec.2	8,000.00
Deerfield Township	Rogers Road	3,500.00
Downe Township	Lore's Mill Road	5,000.00
Fairfield Township	Clark's Pond Rd. (recontr.)	6,000.00
Greenwich Township	(Project to be determined)	5,000.00
Hopewell Township	(Project to be determined)	6,900.00
Lawrence Township	(Project to be determined)	5,000.00
Maurice River Township	Cape Road, Section 4	8,000.00
City of Millville	Broad Street, Sec. 2, and Dock St.	10,000.00
Shiloh Borough	Academy Street	5,000.00
Stow Creek Township	Gum Tree Corner - Shiloh Road	6,000.00
Upper Deerfield Township	Bottom Mill Rd., Silver Lake Rd.	11,600.00
City of Vineland	Peach Street, Section 2	<u>10,000.00</u>
	TOTAL	<u>\$100,000.00</u>

THE HISTORY OF THE CITY OF BOSTON

FROM THE FIRST SETTLEMENT
TO THE PRESENT TIME
BY
JOSEPH NEALE

1630	THE FIRST SETTLEMENT	1
1630-1634	THE FIRST YEARS	1
1634-1636	THE FOUNDATION OF THE CITY	1
1636-1639	THE GROWTH OF THE CITY	1
1639-1642	THE PEACE OF THE CITY	1
1642-1646	THE WAR OF THE CITY	1
1646-1649	THE RECOVERY OF THE CITY	1
1649-1652	THE REFORMATION OF THE CITY	1
1652-1656	THE REFORMATION OF THE CITY	1
1656-1660	THE REFORMATION OF THE CITY	1
1660-1664	THE REFORMATION OF THE CITY	1
1664-1668	THE REFORMATION OF THE CITY	1
1668-1672	THE REFORMATION OF THE CITY	1
1672-1676	THE REFORMATION OF THE CITY	1
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1724-1728	THE REFORMATION OF THE CITY	1
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1792-1796	THE REFORMATION OF THE CITY	1
1796-1800	THE REFORMATION OF THE CITY	1
1800-1804	THE REFORMATION OF THE CITY	1
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1864-1868	THE REFORMATION OF THE CITY	1
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1876-1880	THE REFORMATION OF THE CITY	1
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1884-1888	THE REFORMATION OF THE CITY	1
1888-1892	THE REFORMATION OF THE CITY	1
1892-1896	THE REFORMATION OF THE CITY	1
1896-1900	THE REFORMATION OF THE CITY	1

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960

Main Street, Manville - ADV
Federal Aid Secondary

Trenton, May 20 - The New Jersey State Highway Department will receive bids June 15 for reconstruction of over 2000 feet of Main Street in Manville, Somerset County.

The contract will call for widening the street from its present 20 feet to a new width varying from 42 to 52 feet between the Raritan River and East River Road. The entire roadway within project limits will be resurfaced.

The existing 8 inch concrete pavement will remain as a base with widened portions of the street constructed on a five inch macadam base course and a 3 inch macadam intermediate course. The entire roadway will then be surfaced with two and one half inches of bituminous concrete.

Concrete curbing will be installed through much of the project, and improvements in the street's drainage system will also be included.

This project comes under the Federal Government's program for aid to secondary roads. Somerset County and the Federal Bureau of Public Roads will split all costs on a 50-50 basis.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract, and inspecting the work in progress.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960
LITTER BARRELS
STATE-WIDE

Trenton, May 13 - In its continuing fight against litter, the New Jersey State Highway Department has placed over 400 new litter barrels at strategic locations along the 1850 mile state highway system.

According to a Department spokesman, the new barrels if properly used by motorists will aid the Maintenance Bureau in its task of keeping the highway clean and free of rubbish. This ties in with the Department's over-all anti-litter campaign. The now familiar "No Litter - \$50 Fine" signs form one successful part of that campaign.

The barrels are being placed at popular roadside picnic areas, highway turnouts, and other areas at which motorists are likely to make proper use of them.

The litter barrels are painted green with a diagonal white stripe in which the words "Highway Litter" are lettered in black. The barrels are three feet high and two feet in diameter.

Motorists are urged to use the barrels at their own convenience, while keeping in mind that their only purpose is for highway litter.

The barrels are not designed for material usually destined for a garbage man or junk dealer. All items discarded should easily fit completely inside the container.

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IMMEDIATE RELEASE



1960

Routes 20 and 4 - BIDS
Connecting Ramps
Passaic County

Trenton, May 11 - Public Contracting Co. of Blackwood, with an offer of \$211,598.67, submitted the lowest of twelve bids received by the New Jersey State Highway Department today for construction of new ramps connecting Route 20 (McLean Boulevard) and Rt. 4 (Broadway) along the west bank of the Passaic River in Paterson, Passaic County.

All bids will be reviewed by State and Federal engineers before the contract is awarded.

The existing traffic circle which distributes vehicles between Routes 20 and 4 can no longer handle the increasingly heavy traffic volumes with safety and free traffic flow. This circle will be eliminated and replaced with a modern system of interchange ramps.

One new ramp will carry southbound Route 20 through traffic. Another will carry northbound Route 20 motorists heading for eastbound Route 4. These two ramps will criss-cross in the middle of the old circle via a new overpass, thus eliminating the present at-grade cross traffic created by these two traffic movements.

The two other principal ramps involved will carry: 1. eastbound Route 4 traffic to southbound Route 20, and; 2. southbound Route 20 motorists to eastbound Route 4.

Other conventional vehicular movements between the two urban highways can be accomplished by using nearby local streets.

All ramps will be constructed of a seven inch macadam base course and a three inch bituminous concrete surface. Concrete curbs, drainage systems, and other incidental items will complete the work.

(more)

1960
Routes 20 and 4 - BIDS
Connecting Ramps
Passaic County

Half the cost of this State Highway Department project will be paid by the Federal Bureau of Public Roads.

There will be a minimum of interruption to traffic during construction operations. Traffic will be carried through the work area on either existing, temporary, or new ramps and roadways at all times. There will be no reduction in lanes open for traffic use between 7 a.m. and 9 a.m. or between 4 p.m. and 6 p.m. Nor will there be any reduction on weekends and holidays.

Adequate signs, flares, barricades and uniformed traffic directors will be employed as needed to insure the safety of workmen and motorists throughout the work area.

The entire project is to be completed in 120 working days.

Other bidders included: The Mal Bros. Contracting Co., Caldwell, \$219,236.74; Franklin Contracting Co., Little Falls, \$224,443.50; Scaletti-Knowles, Inc., Pompton Lakes, \$230,047.77; The Union Building & Const. Corp., Passaic, N.J., \$230,519.69; C. F. Malanka & Sons, Inc., Union City, \$241,394.61; Peter W. Kero, Inc., Carlstadt, \$243,261.72; P. T. & L. Construction Co. Inc., Paramus, \$249,974.25; Samuel Braen's Sons, Hawthorne Div., Hawthorne, \$263,527.32; S. T. L. Construction Co. Inc., New York, N. Y., \$264,741.22; P. Michelotti & Sons, Inc., Saddle Brook, \$280,837.62; J. F. Chapman & Son. Inc., Hillside, \$288,800.73.

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IMMEDIATE RELEASE



1960

Rt. 3-Lincoln Tunnel Approaches
BIDS
Hudson County

Trenton, May 11 - Schiavoni Construction Co. of Secaucus submitted the only bid received by the New Jersey State Highway Department today for repair of expansion joints on the Rt. 3 viaduct in North Bergen, Hudson County. This section of the route forms the approaches to the Lincoln Tunnel.

The Secaucus firm bid \$28,225 for the contract.

The viaduct carries the Rt. 3 Lincoln Tunnel approaches over U.S. 1 & 9 (Tonnele Ave.). Highway Department plans call for replacing the timber and steel headwall on the viaduct's westerly abutment. Also included will be completely new casting bolts on the viaduct's easterly and westerly abutments. These items permit seasonal expansion and contraction of the viaduct itself.

There will be no reduction in Rt. 3's six lane width during commuter rush hours or on weekends and holidays. At other times the contractor may use one lane of each three lane roadway.

Whenever a roadway is reduced in width, signs, barricades, flares and at least two traffic directors, in uniform, will be used to guide motorists through the work area.

The entire project is to be completed in 20 working days.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1960Interstate 80
Right of Way Letter
Bergen County

Trenton, May 11 - The New Jersey State Highway Department has informed 130 Hackensack and Lodi property owners that negotiations for acquiring their land will get underway in the very near future.

The property, totaling about 150 parcels, is needed for a Bergen County section of Interstate Route 80 (the Bergen-Passaic Expressway) from the New Jersey and New York Railroad in Hackensack westerly to Route 17 in Lodi. There will be no acquisition west of Route 17 at this time.

Letters apprising the individual property owners of coming appraisals and negotiations were mailed May 10. Also included in the envelope was a pamphlet describing the Department's right of way procedures as well as rights of the property owners.

The Hackensack and Lodi property owners were also notified the Department will hold an informational meeting for their benefit on May 18 at 8 p.m. in the Fannie Hiller School on Lookout Avenue, Hackensack. At the meeting the Hackensack-Lodi owners will be personally informed of the Department's methods of appraising and negotiating.

This section of I-80 will connect with I-95 to the east which carries the expressway to the George Washington Bridge approaches. Highway Department plans are expected to call for a Freeway eight to ten lanes wide.

Under the Highway Department's 1959-60 fiscal year program, Bergen Freeway construction is to be started between the bridge and Route 17. This section west of Teaneck Rd. will be on Interstate Route 80 (I-80). I-95 turns south at Teaneck Rd. toward Trenton, and ultimately Miami, Florida. The 67.3 miles to be built in New Jersey will cost an estimated \$188.2 million.

I-80 will proceed across the State to the Delaware Water Gap, the entire 67.7 mile freeway costing \$291.1 million. I-80's national terminus in the west will be San Francisco.

60-I-19

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1935 Highway Act, Chapter 11, Section 11-11

1935 Highway Act, Chapter 11, Section 11-11



IMMEDIATE RELEASE

1935
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Right of Way Letter
Bergen County

Trenton, May 11 - The New Jersey State Highway Department has informed 130

Hackensack and Lodi property owners that negotiations for acquiring their land

will get underway in the very near future.

The property, totaling about 150 parcels, is needed for a Bergen County

section of Interstate Route 80 (the Bergen-Hackensack Expressway) from the New

Jersey and New York borders in Hackensack westward to Route 17 in Lodi. There

will be no acquisition west of Route 17 at this time.

Letters explaining the individual property owners of owning parcels and

negotiations were mailed May 10. Also included in the envelope was a pamphlet

describing the Department's right of way procedures as well as rights of the

property owners.

The Hackensack and Lodi property owners were also notified the Department

will hold an informational meeting for their benefit on May 16 at 8 p.m. in the

Tamie Miller School on Locust Avenue, Hackensack. At the meeting the Hacken-

sack-Lodi owners will be personally informed of the Department's methods of

acquiring and negotiating.

This section of I-80 will connect with I-95 at the point which carries the

expressway to the George Washington Bridge over the Hudson. Highway Department plans

are expected to call for a 100-foot right-of-way strip to ten lanes wide.

Under the Highway Department's 1935-40 Road and Bridge program, Bergen County

construction is to be started between the bridge and Route 17. This section

west of Newark Rd. will be on Interstate Route 80 (I-80). I-95 turns south

at Newark Rd. toward Trenton, and ultimately toward Florida. The 67.5 miles to

be built in New Jersey will cost an estimated \$188.7 million.

I-80 will proceed across the State to the Delaware Water Gap, the entire

47.7 mile stretch will cost \$188.7 million. I-80's national ranking is the

